This B&M Track Gang Works All Winter... p. 22

February 16, 1959

RAILWAY AGE *weekly*

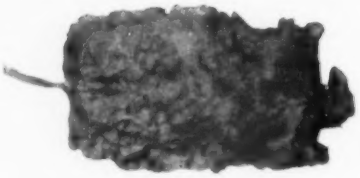
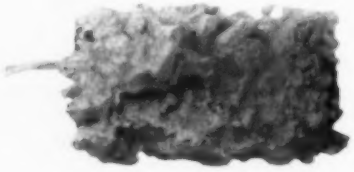
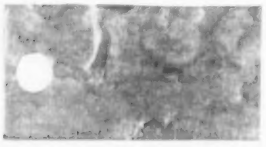
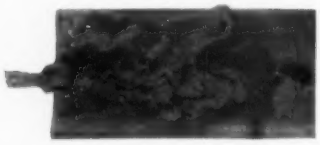
TV checks inbound trains at P&LE's Gateway yard

R COMP
STEVEN RICE
UNIVERSITY MICROFILMS
313 NO FIRST ST
ANN ARBOR MICH

Car repairs will cost less in Erie's New Shop

60 cents A Simmons-Boardman TIME-SAVER Publication

Salt water corrosion test results

Samples prior to testing	After 3 months' exposure	After cleaning & measuring
		
A-53 Steel	Heavy uneven coating of red rust underlaid with black magnetic oxide.	Areas of attack are localized. Max. pit depth 34 mils.
		
Low Alloy Cu-Ni Steel	Much the same as A-53 Steel. Heavy tuberculation produces small protuberances.	Surface is uneven, pitted, wavy. Max. pit depth 25 mils.
		
4-D Wrought Iron	Light coating is characteristic. No evidence of tuberculation.	Surface is uniform. No evidence of pitting.

4-D Wrought Iron exhibits decided superiority in corrosion-resistance over other metals in 3 months' exposure tests in 3% aerated salt solution.

Recent testing at A. M. Byers Company Laboratories shows 4-D Wrought Iron wholly resistant to corrosive penetration while ferrous substitutes evidence severe pitting. Maximum depth of attack—in just three months—is 34 mils for A-53 steel and 25 mils for low alloy, copper-nickel steel.

This aerated salt water test is continuing and will be extended to one year. Further results will be published. We would welcome an opportunity to relate the results of this test—and other comparative corrosion tests—to your corrosion problems. Ask the Byers representative to call. Or write: Engineering Service Department, A. M. Byers Company, Clark Building, Pittsburgh 22, Pa.

BYERS 4-D WROUGHT IRON

TUBULAR AND FLAT ROLLED PRODUCTS

ALSO AMBALOY ELECTRIC FURNACE STEELS, PIG IRON, SHEET AND ROD STOCK

Corrosion costs you more than Wrought Iron

Note: Comparable surface preparation was assured by checking with "Surfindicator."

TEST CONDITIONS

Test Medium—3% sodium chloride solution

Test Temperature—
Room temp.—68-75° F., average 70° F.

pH—Average 7.8

Aeration Rate—3400 cc./min. ± 10%

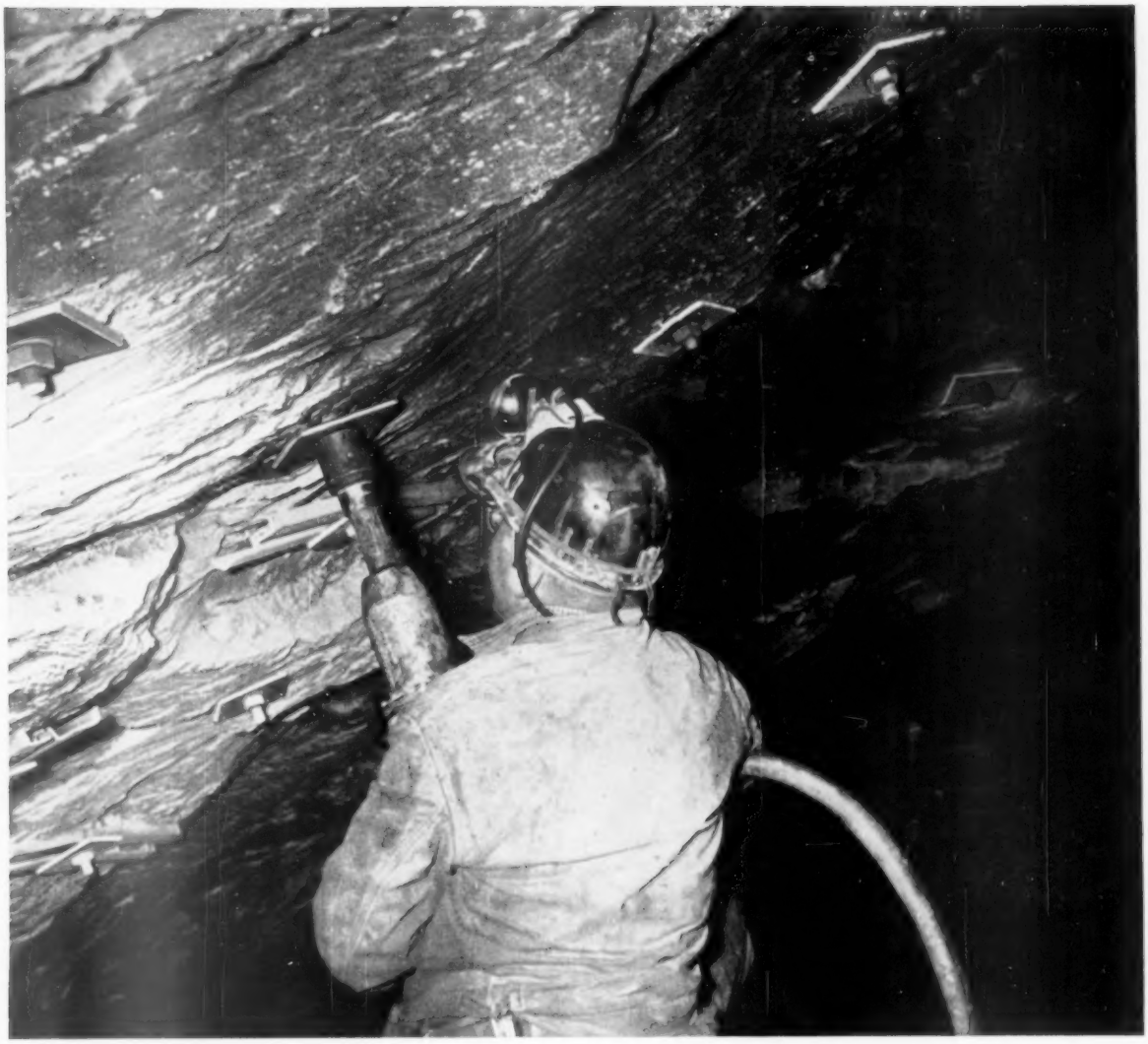
Solution Volume—
32 liters replenished 3 times a week

Coupon Size—1" x 2" x 1/8" to 1/4"

Coupon Preparation—
Polished with 100 grit carborundum on a belt grinder

Test Period—3 months; data obtained monthly

Materials Tested—
4-D Wrought Iron—edges coated
A-53 Steel
Low Alloy Cu-Ni Steel



Rock Bolts Up to 14 ft Long Installed in Tunnel on the Reading

To correct a troublesome rock condition, the Reading Company recently installed hundreds of Bethlehem rock bolts in the roof and walls of its 3409-ft Mahanoy Tunnel, on the main line from Philadelphia to Newberry Junction.

The wedge-type slotted bolts, 1 in. in diameter, were furnished in lengths of from 6 ft to 14 ft, in 2-ft increments. They were installed in holes drilled into red shale and hard sandstone. When driven with percussion tools, the steel wedge was forced deep into the slot, spreading the bolt ends to provide firm anchorage. Plate washers, 6 in. square, and steel roof ties were used for additional support.

ROCK BOLTS PROMOTE SAFETY

The Bethlehem slotted rock bolt is ideal for keeping rock under control, not only in tunnels but also in open cuts. It locks together stratified rock slabs, reducing the danger of slides and roof falls.

In addition to the 1-in. slotted bolt, Bethlehem also produces a headed rock bolt, which performs the same function. It comes in ⅞-in. and 1¼-in. diameters, and is used with an expansion shell. When the bolt is tightened, the leaves of shell expand, locking bolt in the hole.

Rock bolts may be just the solution you've been looking for along your right-of-way. For details, get in touch with the nearest Bethlehem sales office.

BETHLEHEM STEEL COMPANY, BETHLEHEM, PA.

On the Pacific Coast Bethlehem products are sold by
Bethlehem Pacific Coast Steel Corporation
Export Distributor: Bethlehem Steel Export Corporation

BETHLEHEM STEEL

Portrait by Editta Sherman

"Railroad mechanization is imperative,"

says Mr. Joseph Small,
Security Analyst,
Paine, Webber, Jackson and Curtis

"Keen competition in the transportation industry today has prompted a strong effort to mechanize the railroads. This is bound to make the use of Centralized Traffic Control and push-button yards more imperative as time goes on."

Union Switch & Signal has always set the pace for railroad mechanization. By developing superior traffic control equipment and Automatic Classification Yard Systems, Union has helped to give railroads the cost-cutting advantages of modern electronic control.

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SWISSVALE, PENNSYLVANIA

NEW YORK . PITTSBURGH . . . CHICAGO . . . SAN FRANCISCO

RAILWAY AGE *weekly*

Febuary 16, 1959 • Vol. 146, No. 7

Week at a Glance

Departments

Current Publications 48
Dividends Declared 48
Equipment and Supplies 46
New Equipment 46
New Products Digest 46
People in the News 56
Railroading After Hours 40
Revenues, Weekly 50
Revenues and Expenses 48
Safety First 58
The Action Line 60
Washington Roundup 7
You Can't Do Business 10

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1959 Target: 'Featherbedding' ..... p. 9

The railroads have declared war on "make-work" rules—which, they say, are draining $500,000,000 a year from the industry. They want President Eisenhower to name a special commission to look into the problem.

Retirement compromise offered p.14

Rail management will propose a 5 per cent benefits boost before Congress as a counterproposal to labor demands for twice that much.

P&LE Gateway yard has communications everywhere p.18

And they all work together to speed efficient operations. Who talks to whom? What specific facilities must be provided? Here are the answers.

B&M works track all winter p.22

The job is being done by a so-called cycle gang, equipped with machines. Freezing weather no longer need delay renewing of ties or surfacing of track.

Wright outlines AAR public relations goal p.26

The industry's chief job, says the association's PR boss, is to show the public that railroads are an affirmative, vital part of the national economy.

Personnel tests get go-ahead on L&NE p.30

Employees as well as employers benefit from psychological testing programs, reports the L&NE chief of personnel.

Why Erie car repairs cost less p.35

The road built a new car shop at Meadville, Pa. Its mid-main line location simplifies movement of bad order cars to the shops. In addition, the shop is close to the plants of many suppliers.

N. Y. tests highway 'trains' p.52

New York Thruway authority gives a 60-day try-out to double-bottom trucking rigs that offer as much capacity as railroad box cars.

CTC ups train speeds 6.5% p.58

New York Central tells American Institute of Electrical Engineers how one CTC project is saving both time and money.

More than 40 railroads in the United States now have Airslide cars in operation

GENERAL AMERICAN TRANSPORTATION CORPORATION

135 South LaSalle Street • Chicago 90, Illinois

Week at a Glance CONT.

Current Statistics

Operating revenues	
12 mos., 1958	$ 9,564,075,782
12 mos., 1957	10,506,244,265
Operating expenses	
12 mos., 1958	7,543,878,732
12 mos., 1957	8,237,720,185
Taxes	
12 mos., 1958	957,197,202
12 mos., 1957	1,069,845,890
Net railway operating income	
12 mos., 1958	761,744,586
12 mos., 1957	923,284,629
Net income estimated	
12 mos., 1958	602,000,000
12 mos., 1957	740,000,000
Average price 20 railroad stocks	
Feb. 10, 1959	106.40
Feb. 11, 1958	69.59
Carloadings revenue freight	
Five weeks, 1959	2,742,226
Five weeks, 1957	2,716,597
Freight cars on order	
January 1, 1959	27,596
January 1, 1958	55,941
Freight cars delivered	
12 mos., 1958	42,760
12 mos., 1957	99,290

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POSTMASTER—SEND FORM 3579 to EMMETT ST., BRISTOL, CONN.

The Action Page—Nine goals for 1959 ..... p.62

The railroad industry is not spending as much as it wants to, and should, for maintenance. The reason is simple. Railroads, as a whole, don't have enough money. The situation calls for prompt, concerted action by railroads, suppliers, shippers and responsible political leaders.

Short and Significant

A "reduced maintenance" package . . .

of some 15 engineering changes in its locomotives soon will be announced formally by GM's Electro-Motive Division. Object: 60 per cent lower maintenance costs through elimination of some maintenance requirements and lengthening of the period between others. The components won't be fully available until spring. Forty test units are among locomotives currently being upgraded and built new.

The Class I railroads' rate of return . . .

averaged 2.76% in the 12 months ended December 1958. This, says the AAR's Bureau of Railway Economics, compared with a 3.36% rate of return for the preceding 12 months. Of the 17 Class I railroads that failed to earn their fixed charges last year, 13 were in the Eastern District and four were in the Southern Region.

Long-heralded tri-state governors' conference . . .

on New York's commuter crisis produced little last week except that the matter is a state and local rather than regional or federal problem. New York's Governor Rockefeller, who called the conference, took the lead in rejecting proposals for operation of commuter trains by government authorities. New York, New Jersey and Connecticut now say they'll each "go it alone" in seeking solutions.

Application for a government-guaranteed loan . . .

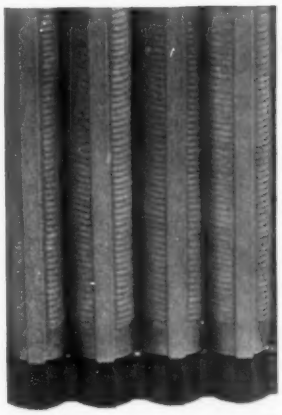
has been withdrawn by the New York, Susquehanna & Western. The line, which had asked $450,000 to reimburse its treasury for outlays on plant improvement, told the ICC that an improved financial position has made a loan guarantee unnecessary.

$27 million in surplus property . . .

owned by Chicago & North Western will go on the block in the next 10 to 15 years. The land was turned up in a survey of Chicago area properties by Real Estate Research Corp. It's presently largely useless to the road, although some of it is leased. Values run as high as $800,000 an acre.

Why Exide-Ironclad Carlighting Batteries Last Longer Even at Extreme Temperatures

Best buy in a railway carlighting battery. Exide-Ironclad, engineered to give you maximum life and dependability even under the trying conditions of railway service.



Tubular positive plate. Unique Exide-Ironclad construction. Active material is held captive inside plastic power tubes. Keeps its power for years of use.

Winter wraps a cold hand around a battery. Summer tries to drain it of life. But year after year, under all extremes of temperature, Exide-Ironclad Batteries for carlighting and air conditioning have proved that they can be depended on for power and life. This is important to you, because it is often at these extremes of temperature that a battery is most needed. The fact that Exide-Ironclad Batteries can meet your requirements under the worst temperature conditions is extra assurance of their dependability at all the more normal operating temperatures. No other battery gives you this assurance. Because no other battery has its unique tubular construction. If you want the most battery life and dependability for your dollar, specify Exide-Ironclad. For details, write Exide Industrial Division, The Electric Storage Battery Company, Philadelphia 2, Pa.

Exide®

1959 Target: 'Featherbedding'

AAR President Loomis unwraps long-awaited drive to modernize antiquated work rules which, he says, are bleeding the industry of half a billion dollars a year. Aid of Presidential commission sought.

► **The Story at a Glance: Railroad management has fired the first shot in what could become a battle royal over the explosive "featherbedding" issue.**

In a history-making speech in St. Louis last week, AAR President Daniel P. Loomis charged that antiquated work rules have festered into a "cancerous growth" that is bleeding the industry of $500,000,000 a year.

He called on the operating brotherhoods to join in an appeal to President Eisenhower to create a commission of "distinguished citizens" to help the railroads shake off the "chains to the past"—without the risk of paralyzing strikes.

In the past, most industry leaders have considered the "featherbedding" issue too hot to handle. Now the chips are down.

In launching the railroads' long debated anti-featherbedding campaign, the president of the Association of American Railroads made no effort to minimize the herculean proportions of the undertaking.

"The job of breaking the featherbed chains around our industry is going to be the most difficult labor issue ever faced in railroading," he declared. "Both the brotherhoods and management need help. And we cannot shrink from seeking it."

He quickly got down to specific cases, identifying the "three most damaging areas" of featherbedding as these:

"First, the antiquated mileage-day pay system which siphons off virtually all the benefits from modernized motive power and stepped-up train speeds.

"Second, the towering jurisdictional walls that stand rock-hard in the path of streamlined service—the claim-to-work rules that ban road crews from working in yards and bar train crews from crossing district and seniority boundaries.

"Third, the senseless requirements for useless crewmen on trains and other equipment—for firemen who tend no fires and extra brakemen who handle no brakes."

On the highly-controversial issue of firemen-in-diesels, he was equally specific. He said the "annual cost of unnecessary firing jobs on U. S. railroads" amounts to more than $200,000,000 a year. This was the first official indication that U. S. roads may follow the lead of the Canadian Pacific in seeking to eliminate firemen from road freight and yard diesels.

Mr. Loomis chose a forum provided by the annual meeting of the National Association of Shippers Advisory Boards in St. Louis to unwrap the industry's campaign.

He termed 1959 a "year of decision" on labor issues because a three-year moratorium on work rule changes expires next fall. Facing up to the obvious strike threat presented by the industry's determination to "come to iron grips" with the featherbedding problem, he said a presidential commission "should go to work immediately, well in advance of any transportation crisis, preparing an independent and objective appraisal that will protect the welfare of our country, the solvency of the railroad industry and the security of its workers."

Mr. Loomis said "wasteful and burdensome work rules . . . hang like an economic albatross around the neck of American progress."

"Rooted in the horse-and-buggy era of 40 or more years ago," he asserted, "the work rules have remained fixed and inflexible while the industry made enormous strides in technical improvement. These outmoded rules now constitute an immediate drain on the industry in excess of $500,000,000 annually and—equally important—act as a deterrent to further progress, as a

'Let's Wipe Out Featherbedding'

"I am not attacking railroad labor. There is no more able or conscientious work force in any industry in the nation. I am, however, attacking and condemning the deadly rules our workers must work by . . . rules which are thoroughly un-American in concept and economically destructive in practice. . .

"A half-million railroad jobs have been lost in the last dozen years. Unless we solve our internal and external problems, more thousands of jobs will go down the drain. No labor leader wants that. And neither does any railroad official.

"So I urge our brotherhoods to act with us to help reverse this disastrous trend. Let's wipe out featherbedding. Let's stop paying men for work they don't do.

"Let's stop dissipating our lifeblood in frustrating clashes over rules everyone recognizes as unsound and unfair.

"Let's stop arguing over who will get the biggest share of a reeling industry's dwindling income . . . and turn our eyes and hearts to ways to regain strength, expand business and divide the fruits of new-found prosperity."

—Daniel P. Loomis, President, AAR.

job depressant and a barrier to advancement to the men and women now employed in our industry.

"Imagine, if you will, what half a billion extra dollars a year could mean if plowed into repair work. The backlog of bad-order cars would evaporate and vast numbers of laid-off men put back on the payroll. Or think of what such a volume of additional investment in modernization could do to railroading—and what it could mean to our customers, our suppliers and to the national economy!

"Featherbedding by any definition is a net loss to all America.

"It puts pressures on our rate structure and bids up prices to all consumers. It is a handmaiden of the ruinous inflationary spiral.

"It helps impoverish and weaken the railroads, means fewer returns to investors and a virtual freeze-out of the new equity capital needed to expand and improve plant.

"It gnaws insidiously at our competitive position and ultimately destroys the very jobs it seeks to protect—both for railroaders and all those who depend on railroad purchases.

"So I say that for the good of all America, something drastic must be done about this destructive growth. And 1959 is the year of decision. A three-year-old agreement to postpone revisions in working rules expires on Oct. 31. This poses great opportunity for both labor and management to break out of these chains to the past."

Mr. Loomis called the dual mileage-day basis of pay "a glaring anachronism."

"While modernization sweeps ahead throughout the railroad structure, this 40-year-old work rule clings like a leech to the carriers' body, draining away its lifeblood. Simply stated, it provides that, when locomotive and freight train crewmen cover 100 miles, they must get a basic day's pay. Passenger trainmen put in 150 miles.

"One doesn't have to be a railroad expert to see what is wrong with such a system. When standardized in 1919, it had a perfectly reasonable basis. That was the day of the plodding steam locomotive, the Model T and the wheezing biplane. A run of 100 miles in freight service did indeed take about eight hours' time. And a run of 150 miles in passenger service required 7½ hours . . .

"Railroading changed as all America changed. But the old rules did not. They remained as inflexible as a rock. And the modernized iron horse remained tied to a 1919 hitching post."

On some "red apple" runs, Mr. Loomis said, a basic day's wages can now be earned in less than two hours. He pointed out that while a passenger train now covers the 900 miles between New York and Chicago in 16 hours, a railroad must pay over nine basic days' pay for each engine crew position on the 16-hour run.

Mr. Loomis also attacked the "rigid lines drawn between the kinds of work each group of employees will do.

"For instance we generally cannot run one train crew through a division change point, because rules say that employees within each walled-in division have the right to man all trains in that area."

A New York-Chicago passenger run, he said, requires seven engine crew changes; a Chicago-Denver run requires eight changes. Time lost chang-

(Continued on page 13)

Watching Washington *with Walter Taft*

• **SHIPPER SUPPORT** is being sought by the AAR for its diversification proposal. That's the call for more freedom to operate other modes of transportation. It has top priority on the railroads' 1959 legislative program.

ELIMINATION of tie-to-rails provisions from the Interstate Commerce Act and Civil Aeronautics Act is sought. Those provisions stipulate that trucking and air-transport rights may be granted to railroads only on the basis of findings that the proposed operations would be supplemental to rail service. Railroad attempts to diversify are thwarted by conditions the ICC and CAB impose in their administration of these provisions.

THE APPEAL to shippers is a letter which AAR Vice-President Walter J. Little sent to some 1,600 industrial traffic officers. It suggests that shippers have a real interest in ending these restrictions which prevent railroads from offering "a complete economical transportation service." The National Industrial Traffic League already has a policy position which supports diversification where it would not "unduly" restrict competition.

EQUITY is all the railroads seek, Mr. Little emphasizes. He points out that the AAR proposal is no plea for special treatment. It is designed to end present discriminations by putting railroad applicants for trucking and air-transport rights on the same basis as other applicants.

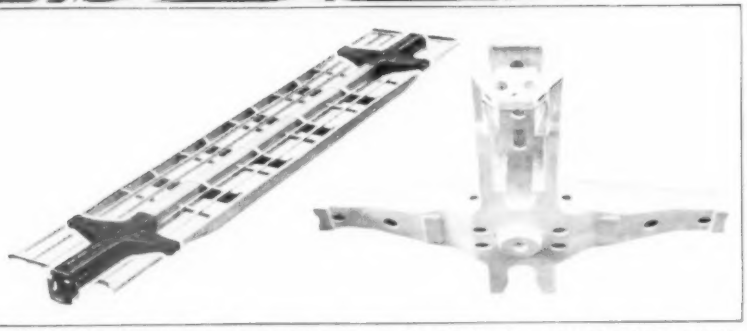
• **REPEAL** of the 1958 Transportation Act's service-abandonment provisions is proposed in a bill introduced in the House by Representative Osmers of New Jersey. He was one of two representatives (the other was Whitten of Mississippi) who voted against the 1958 act. The Railway Labor Executives' Association is already on record in favor of amending the same provisions which gave the ICC the first power it ever had to authorize abandonments of individual trains.

• **COORDINATED AIR-TRUCK SERVICE** to areas remote from airports is being sponsored by the National Motor Freight Traffic Association. The idea is to expand trucking portions of air-truck operations well beyond terminal areas—to line hauls of "as much as 200 miles from the airport."

• **OVER-OPTIMISTIC ESTIMATES** of carloadings by the Regional Shippers Advisory Boards seem to have ended with the forecast for last year's third quarter. It was off by an over-estimate of only 2%, according to the AAR check. For the two previous quarters, this national forecast over-estimated loadings by 12.8% and 14.7%.

Where railroad progress is cast in steel....

Many Great Northern Box Cars roll across America's road beds—equipped with General Steel one-piece underframe ends that assure dependable, long-life service.



Underframes with one-piece cast steel ends provide great strength, eliminate body bolster failures, resist rust and corrosion and simplify car construction or rebuilding.

General Steel underframe ends provide the following features for new or rebuilt cars: integral body bolsters, draft gear stops, strikers, coupler carriers, center fillers, center plates and side bearing pads.

For over 50 years, General Steel has proved its unequaled ability to extend the life of railroad equipment through the application of cast steel products.

General Steel engineering utilizes the great strength and minimum weight of one-piece steel castings . . . together with their extra ruggedness and freedom from maintenance . . . to cut operating expenses for rail and industrial users the world over.

An investment in General Steel products today means a more profitable future.

GENERAL STEEL CASTINGS

GRANITE CITY, ILL. • EDDYSTONE, PA. • AVONMORE, PA.

A blueprint for BETTER refrigerator car insulation

Streamlite HAIRINSUL

Six major reasons why leading refrigerator car builders specify Streamlite HAIRINSUL.

1. **LOW CONDUCTIVITY.** Thoroughly washed and sterilized, all-hair heat barrier. Rated conductivity .25 btu per square foot, per hour per degree F., per inch thick.
2. **LIGHT WEIGHT.** Advanced processing methods reduce weight of Streamlite Hairinsul by 40%.
3. **PERMANENT.** Does not disintegrate when wet, resists absorption. Will not shake down, is fire-resistant and odorless.
4. **EASY TO INSTALL.** Blankets may be applied to car wall in one piece, from sill to plate and from one side door to the other. Self-supporting in wall sections between fasteners.
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Leading builders of refrigerator cars take no chances.

They know that the valuable perishables their cars protect must be safeguarded against sudden and extreme temperature changes.

That's why blueprints for better refrigerator cars specify insulation by Streamlite HAIRINSUL.

AMERICAN HAIR & FELT COMPANY
Merchandise Mart • Chicago 54, Illinois

SETS THE STANDARD BY WHICH ALL OTHER REFRIGERATOR CAR INSULATIONS ARE JUDGED

FEATHERBEDDING

(Continued from page 10)

ing crews and cabooses on piggyback and hot-shot freights "practically invites competition to nibble away at our traffic," he declared.

He said it's time to pull down the high walls that "loom between road and yard crews, with each forbidden to work in the other's domain except at grave penalty to the railroad. This can result in paying three times to get one thing done," he said.

He described the position of diesel firemen as an example of "a classic featherbedding rule—one which places unneeded men on trains just for the ride."

He cited the finding of a Royal Commission in Canada that the firemen's functions have either vanished, or duplicate the functions of others, and added:

"Canada has shown the way toward truly modernized train employment. The lagging United States can do no less than catch up."

The railroads' goal, said Mr. Loomis, can be simply stated: "A fair day's work for a fair day's pay.

"If we can attain this goal, and if we can couple it with forceful, effective action on the public-policy scene, we will be on our way to a wholly new era in railroading, a new era of vigorous and lusty service to our growing America."

Labor's Reaction

The following statement was issued by A. E. Lyon, executive secretary of the Railway Labor Executives' Association:

"Mr. Loomis' attack on so-called 'featherbedding' rules cannot be regarded by rail labor as either a new proposal for bargaining or as a particularly novel method of setting the stage for coming talks with railroad unions. This stock line of attack on railway labor by the carriers is almost as ancient as the first work rules themselves . . .

"We do not favor wasting the public's money by the setting up of a Presidential commission to study this already much-hashed-over matter. We have no doubt that the outcome of any such study, if fairly and impartially studied, would simply renew the same findings of previous fact-finding boards that the alleged 'featherbedding' problem simply does not exist.

"What Mr. Loomis is asking in calling for the scrapping of certain rules is simply that railway management be given a free hand to push down even further the earnings of its workers . . . and that it be allowed to add to rail unemployment even more than the record number of unemployed railroad workers it has put on the jobless rolls today . . .

"Throughout its history, railroad management has fought all legislation which the public has insisted upon as necessary to establish safe operation of trains. It is now taking the same stand against those rules which the workers, through their collective bargaining, have established to insure safety both for themselves and the traveling public.

"All that Mr. Loomis has done in his speech is to give organized labor a little advance notice that it has a hard fight on its hands when the present three-year contract expires on Nov. 1. The railroad unions already knew that such a prospect is likely because ever since our present agreement was signed in 1956, the railroads not only have refused to abide by its terms but have neglected the welfare of their workers in many ways. We sincerely regret that, instead of making a positive approach to insure better labor relations at a time when the morale of railroad workers has reached one of its lowest points in regard to management policy, Mr. Loomis has seen no better than to launch an attack on railroad labor standards from the same long-discredited viewpoint."

As the Publisher Sees It . . .

It's a lot of fun reporting the news in this industry—especially today when there is so much, coming so fast. And it's a *real* pleasure to report this week on Dan Loomis' forthright declaration of industry policy with respect to featherbedding.

Our editors felt real good to hear the theme of our "TRAP" story (RA March 24, 1958) proclaimed out loud by the people who have the problem. It did show that armchair railroading, like we have to do, can be effective.

Speaking of that "TRAP" issue, some of the brothers—but not many—complained we were anti-union. "Not anti-union," I always answer them, "just 100% pro-railroad!"

We think the AAR has taken a great step in the right direction—one that will benefit management and its employees alike—100% pro-railroad.

. . . . **Robert G. Lewis**

Two Million Cars?

Shippers say that many will be needed by 1964.

The newly-elected president of the National Association of Shippers Advisory Boards last week warned that "unless rail carriers take extraordinary measures to improve the nation's car supply and do it quickly, the predicted improvement in the national economy will immediately produce a car shortage of mammoth proportions."

M. A. Schwartz, general manager of the New Orleans Traffic and Transportation Bureau, followed up his warning with a four-part action program, urging the railroads to:

- Place in service a minimum of 10,000 new cars per month.
- Build up the national car fleet to 2,000,000 units in the next five years.
- Hold bad orders to 3 per cent of total ownership.
- Adopt a program "effective at once to upgrade all serviceable cars requiring any degree of repair so as to provide maximum utilization of railroad equipment and railroad services."

Ralph E. Clark, chairman of the AAR Car Service Division, agreed that car supply "will be a pressing problem, particularly during the summer and fall months when the demand on the freight car supply is always the heaviest." But, he said, as business improves and funds become available, bad order equipment will be repaired. Most roads, he said, have already added to their repair forces and "it is expected that the number of unserviceable cars will be substantially reduced."

A survey now nearing completion, Mr. Clark noted, indicates that the serviceable car fleet will total 1,598,000 units by July 1—about 8,000 more cars than were available last Nov. 1. That ownership, he said, would be adequate to move 5 per cent more traffic than the railroads handled in 1958, provided that the turnaround is reduced to the 1957 level of 17.43 days.

But, "if revenue carloadings later this year should increase 10 per cent above those for 1958, . . . the anticipated serviceable car fleet on July 1 would not be adequate by approximately 50,000 cars."

Recent car shortages, Mr. Clark concluded, have almost all involved special-device cars. "Unfortunately, the present prospects for increased traffic in 1959 and the present reduced overall car supply due to the recession of 1957 and 1958 do not give promise that any car shortage this year can be so restricted."

AAR Vice Presidents Richard G.

(Continued on page 57)

Retirement Compromise Offered

Congressional committees this week will hear management's offer of a 5 per cent increase in benefits instead of labor's requested 10.

► **The Story at a Glance: In Congress this week, railroad management will recommend a 5 per cent increase in railroad retirement benefits—in lieu of the 10 per cent increase that is being sought by labor.**

The railroads also want certain changes made in the unemployment insurance system.

The AAR will appear at congressional hearings this week to sell railroad management's counterproposal to the Railway Labor Executives' Association's program for liberalizing the Retirement and Unemployment Insurance Acts.

The hearings, before the House Committee on Interstate and Foreign Commerce, and the Railroad Retirement Subcommittee of the Senate Committee on Labor and Public Welfare, will be continuations of sessions at which the RLEA program and other liberalization proposals have been under consideration.

The counterproposal, as summarized by AAR President Daniel P. Loomis, reflects management's readiness to accept some liberalization of retirement benefits and an increase in retirement taxes—"provided favorable consideration is given to amending the Unemployment Insurance Act to remove certain of the deficiencies and inequities."

Bills embodying the AAR proposal will be before the committees. First of them, S.987, was introduced in the Senate on a "by request" basis by Senator Morse of Oregon, who is chairman of the Railroad Retirement Subcommittee. The RLEA program is embodied in S.226, sponsored by Senator Morse, and in H.R.1012, sponsored by Representative Harris of Arkansas, chairman of the House committee.

Generally, the RLEA program proposes to increase annuities under the retirement system by 10 per cent and benefits under the unemployment system from 8 per cent to 25 per cent with a general advance of 20 per cent. The period over which an employee could receive unemployment benefits would be extended for as long as 26 weeks beyond the period now fixed.

Tax provision of the Morse and Harris bills would raise the retirement tax rate, retroactive to Jan. 1, from 12½ per cent of taxable payroll to 13½ per cent. The rate would go to 14½ per cent on Jan. 1, 1962, and would eventually reach 18 per cent. These retirement taxes are paid half by the employees and half by the railroads.

The unemployment insurance tax, paid entirely by the railroads, would be increased from 3 per cent to 3½ per cent of taxable payroll. And taxable payroll under both plans would become the first $400 of an employee's monthly earnings instead of $350.

These tax proposals would cost the railroads $102,000,000 a year at this time and the annual increase would eventuallly become $228,000,000, Mr. Loomis says. He also says they would more than nullify any financial benefits resulting from the Transportation Act of 1958.

The AAR's counterproposal, as to retirement benefits, is that they be increased 5 per cent. Mr. Loomis says the beneficiaries would thus get a better increase than Congress provided for workers generally when it raised Social Security benefits by 7 per cent last year.

As to retirement taxes the AAR would also raise them to 13½ per cent of taxable payroll, but proposes no future increases. It would apply the retirement taxes to $400 of an employee's monthly earnings instead of $350. The estimated annual cost of this proposal is $120,000,000—$60,000,000 to the railroads and a like amount to employees.

It would provide for the 10 per cent increase in benefits which came, without financing arrangements, in the 1956 amendments, and it would pay for a "substantial part" of the additional 5 per cent increase proposed here, Mr. Loomis says.

Management-proposed changes in the Unemployment Insurance Act are designed generally to bring the system into line with state systems covering employees in other industries. One proposal would separate sickness benefits into a fund financed by taxes on both employers and employees.

ICC Rules on Job Protection

Interpreting the 1958 Transportation Act's service-abandonment provision, the ICC has ruled that it lacks power to require that abandonment plans include arrangements for the protection of employees.

The precedent-setting decision came in a case wherein the Commission refused to require continuance of the Great Northern's single-unit passenger train which operates between Williston, N. Dak., Sidney, Mont., Watford City, N. Dak. and Richey, Mont.

When the abandonment becomes effective Feb. 20, four jobs will be lost—those of the engineer, conductor, baggageman and brakeman, who also serves as an express messenger.

Average annual wages paid on these jobs range from $12,518 to $17,394. These are maximum wages payable for each position for 26 working days a month, the Commission points out. It goes on to explain that wages of individual employees vary according to the days actually worked in each month, "which is governed partly by union-imposed restrictions and partly by personal preference." Out-of-pocket losses on the trains have increased from 1953's $46,375 to 1957's $85,045.

Counsel for the affected employees sought to have the Commission impose the so-called Burlington conditions, which are imposed in line-abandonment cases and which protect employees against financial loss for periods up to four years.

GN argued that the Commission had no power to do so under the service-abandonment provisions which are now in Section 13a of the Interstate Commerce Act.

Going along with that interpretation, the Commission said the Section is "clear and unambiguous as to conditions under which railroads may discontinue trains or ferries, and there is no warrant in the law for the imposition of additional conditions or restrictions by us."

Another issue raised in the case was the question of whether the GN or the protestants had the burden of proof. The examiner required the railroad to assume it, and the Commission ducked the issue, which it called "of more theoretical than practical importance."

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Lowest priced piggyback car. The Clejan car is designed exclusively for piggyback service; elimination of non-essentials brings costs down.

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Maximum protection for lading, trailer or container. Due to patented shock absorbing devices that permit the trailer to move 10″ under impact, there is 75% reduction in impact to trailer and ladings, over impact to rail car at 8½ mph. *These are some of the reasons why the Clejan car is becoming the standard of industry.*

Clejan cars represent 10% of all piggyback cars in service —yet in 1957, they carried 25% of all piggyback freight.

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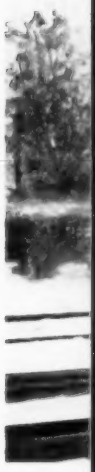

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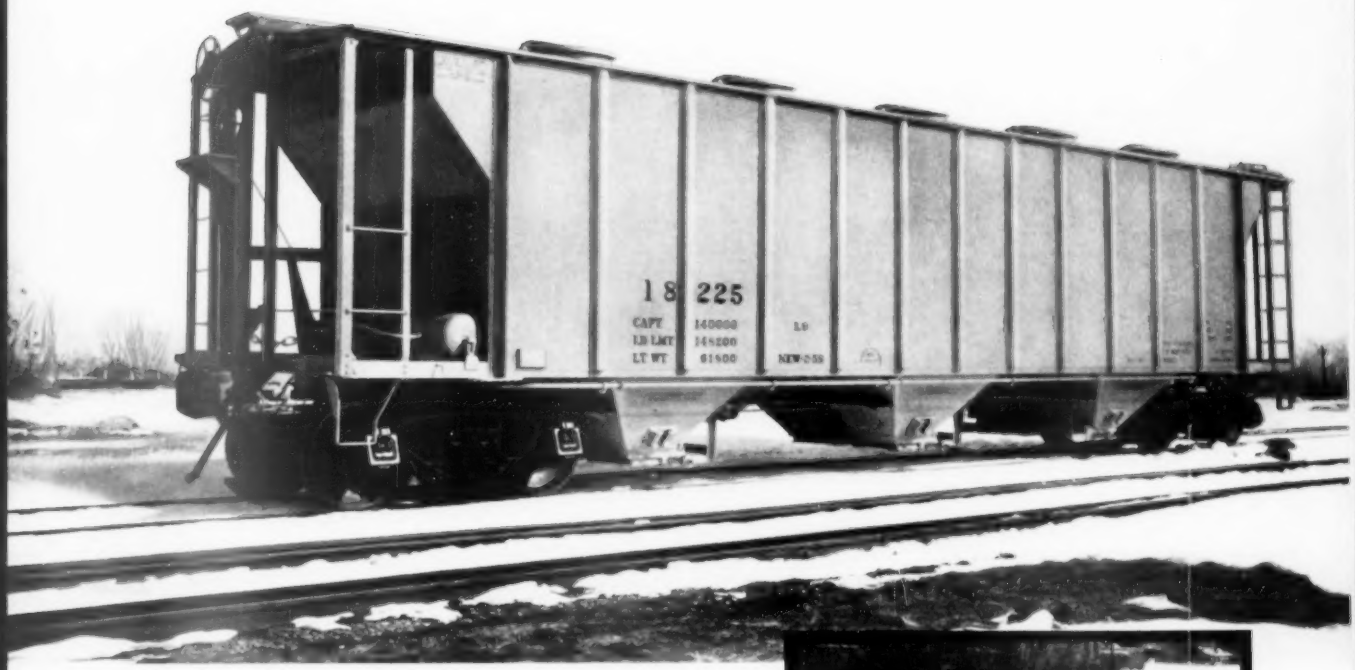

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ACF Production Design
CH-29 Covered Hopper Car

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  —at lower initial cost due to continuous production.

- **STRONGER AND LONGER LASTING**
  —extra strength and support in members subject to stress and extra thickness in all interior sheets.

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  —one-piece end and cross-ridge floor sheets, all-welded seams inside.

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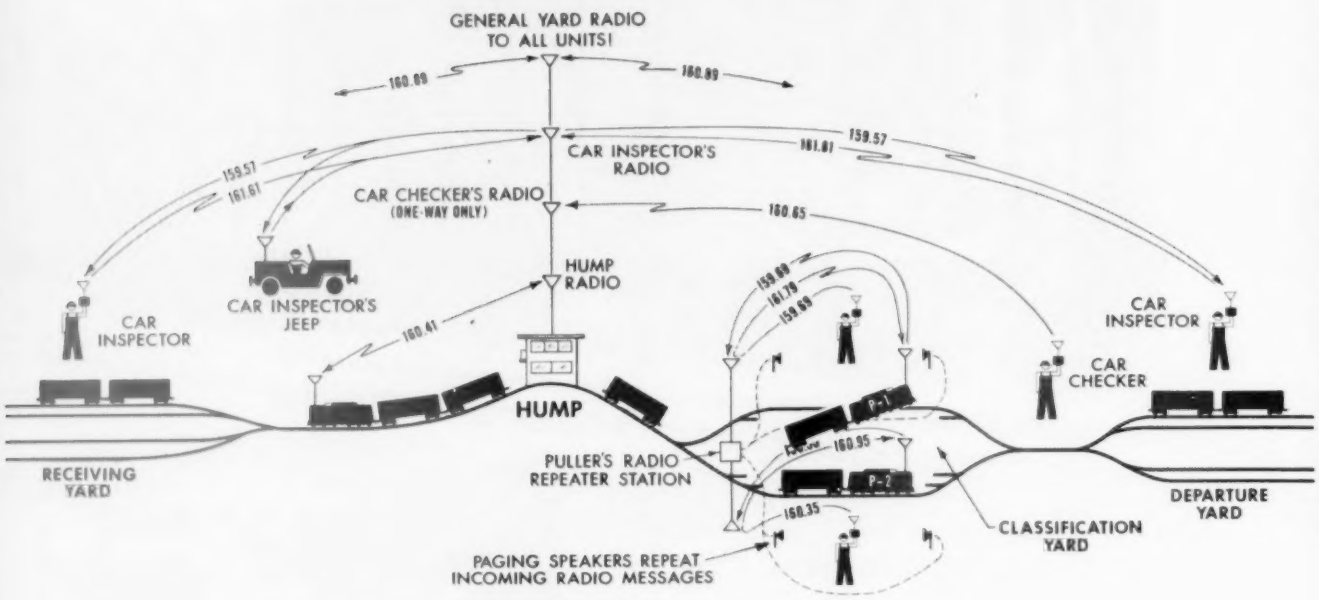
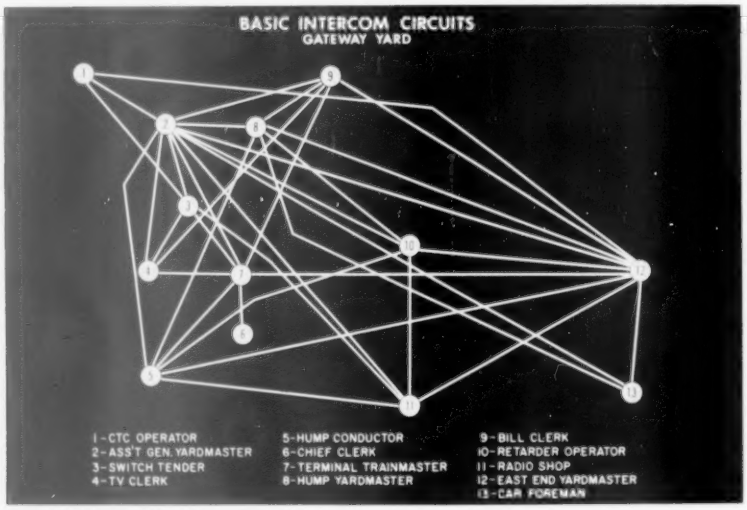
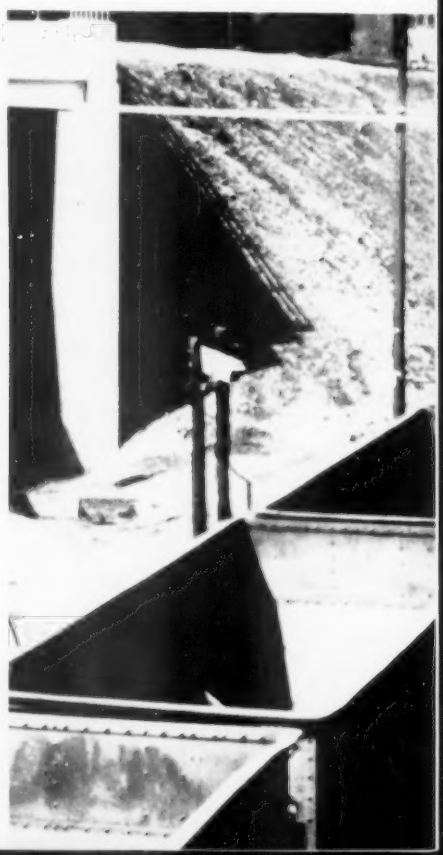
P&LE Gateway Yard Uses Special



RADIO IS EVERYWHERE as shown in this diagram of the usage of nine radio frequencies at Gateway yard.



INTERCOM CIRCUITS run between consoles in various supervisors' offices. A communications maintenance intercom system connects the radio shop (No. 11) with offices 5, 3, 2, 10 and 12. Pneumatic tubes run between offices 2, 4, 5 and 10 and also the car checker's building at the west end of the receiving yard. A dial telephone system was also installed throughout the yard area.



TELEVISION CAMERA records car numbers and initials of inbound train.

Communications Everywhere

Separate communications systems must be provided for various activities involved in the operation of a modern retarder classification yard. The activities can then be performed efficiently, with no interference to others. Interconnection between the various separate communications systems must also be provided, because the action of one group will affect others in the handling of trains in the yard. Also, supervisors must be informed of the operations, and must be able to give instructions to those performing the various activities. But, who talks to whom? What specific communications facilities must be provided? Answers to these questions, based on the experience of the Pittsburgh & Lake Erie's Gateway yard, are presented in this article.

Communications systems everywhere! That's a capsule description of facilities at the Pittsburgh & Lake Erie's Gateway yard in Youngstown, Ohio. Each system has a special function. Here's how they work together to speed operations in a modern retarder classification yard.

The three communications systems chosen for car checking were selected to provide the most efficient checking for the particular situation involved. Trains which arrive from the north and west pass a small building as they enter the yard. Conductors of arriving trains bring their waybills to the building. They are then sent by pneumatic tube to the yard office. Because it is convenient for a man at this point to read initials and numbers of cars as they pass, a Gray Audograph telephone handset was installed.

The TV clerk sees that blank recording discs are kept in the Audograph recorders. Two are more than ample to hold car checking information on a 120-car freight train. The car-checking telephone handset works in the conventional push-to-talk manner. The recorder, therefore, is recording only while the push-to-talk handset button is pressed. One feature of the handset is a listening pushbutton which the car checker can press to play back a portion of his recording. He may do this at the beginning of the recording to be sure that the equipment is operating properly.

Trains from Pittsburgh enter the receiving yard past a remote controlled television camera. The TV clerk in the hump tower reads the car initials and numbers from the TV screen and records them through a hand microphone. Later he transcribes the information.

As cars are pulled from the classification tracks to be made up into outbound trains in the departure yard, a third means of car checking is employed. A clerk, carrying a small portable Handie-Micro-Talkie, popularly known as a Dick Tracy radio transmitter, radios the car information to the TV room of the hump tower, where it is recorded. The recorder operates only when the radio's push-to-talk button is pressed. Correct operation of the recorder is indicated when a red light on a nearby floodlight tower is extinguished.

Radio Used Throughout Yard

The 26 yard engines are equipped with Motorola radio. The two hump engines (three 600-hp diesels coupled), have two-channel radio on a frequency of 160.41 mc. Two puller engines, which pull cars from the classification tracks and shove them into the departure yard for making up outbound trains, have two-channel, two-way radio. One channel is on the general yard radio system. The second channel provides separate radio communications between each crew foreman and his puller engine.

The two hump locomotives, each made up of three 600-hp diesel units, have hump frequency radio of 160.41 mc. Several remote controls of the hump radio base stations are spotted around the yard. Each of the following persons has a radio key on his communications consoles, enabling him to control the yard base radio station: assistant general yardmaster; hump yardmaster; switch tender in the hump tower building, who has control of the lead switches in the receiving yard; terminal trainmaster and East End yardmaster. Remote control of the hump radio base station is available to these men: assistant general yardmaster, hump yardmaster, switch tender and hump conductor.

Car inspectors working in the old flat yards at Youngstown carried walkie-talkies. These transistorized, 9-lb packsets transmitted on 161.61 mc and received on 159.57 mc. This car inspectors' radio system was transferred into the new Gateway yard with base station receivers in the class, departure and receiving yards, and a transmitting station near the hump. Several offices have remote controls for the car inspection base station transmitter, enabling them to talk to car inspectors. These include the car foreman, hump yardmaster, West End inspector's building at the West End receiving yard, the East End inspection building at the East End yardmaster's office, various other car inspectors' buildings around the yard, the assistant general yardmaster, the hump yardmaster and the East End yardmaster.

As Gateway yard is over six miles long, a jeep station wagon was equipped with radio for use by car inspectors. The inspectors often work other small yards around Youngstown, in addition to Gateway. It has been a tremendous time saver to be able to drive them to the various work locations with the jeep.

Talk-backs Everywhere

The five talk-back speaker systems in various portions of Gateway yard are each identified for association with a specific supervisor. Identification is by means of color stripes above and below the signal pushbutton on the speaker mast.

The 22 talk-back speakers in the red system are in the eastern (bowl) end of the classification yard. They are con-

Continued on page 40 ►

KAR-GO Bearings

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Having complied with standardization details, AAR approval has been obtained for wider application to freight cars in general interchange service.

Keeps lubricant sealed in — dirt sealed out.

Averages one inspection every 20,000 car miles.

Repays its cost in two years by cutting maintenance and operating expense.

Goes 75,000 bearing miles on 1 pint of oil.

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YOUR RAILROAD is running longer trains on faster schedules—heavier duty on the equipment. Why take a chance that a hot box will disrupt schedules, disappoint customers and increase costs?

Lowest-cost Allison KAR-GO Cartridge Bearings whip the hot-box problem at a kind-to-budgets price.

Millions of in-service railway miles and three years of rugged field testing prove the worth of KAR-GO Cartridge Bearings. This full-round sleeve bearing provides rugged low-cost features together with the advantages of sealed-in, low maintenance units in a way that no "gadgetized" journal brass can approach.

An Allison KAR-GO Bearing will actually pay for itself in two years by reducing routine maintenance and service failure cost. Subsequently additional KAR-GO Bearings can be added to your new car fleet from savings in hot-box elimination alone.

To be sure to keep your equipment operating on schedule with a bearing that ends hot boxes and cuts terminal inspection and oiling time—a bearing you can really rely on – install Allison KAR-GO Cartridge Bearings on your next conversion or new freight car build.

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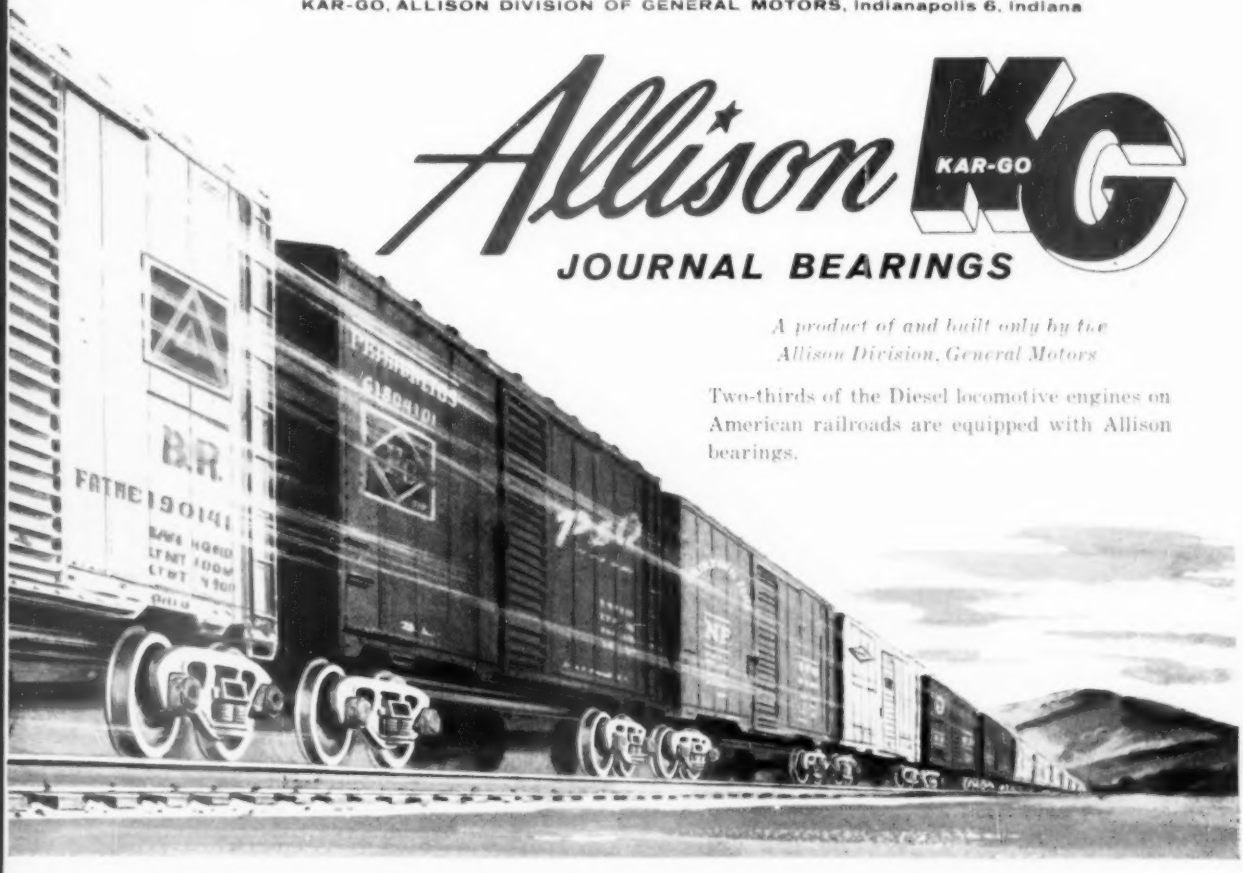


A product of and built only by the Allison Division, General Motors

Two-thirds of the Diesel locomotive engines on American railroads are equipped with Allison bearings.

KEY MACHINE of the tie-renewal unit is the TieMaster, which removes failed ties and pulls in new ones. This work can be done through the winter where the stone ballast is clean. If renewals are heavy, two such machines are used. These are followed by a SpikeMaster which drives spikes into the new ties.

B&M Works Track All Winter

Northern railroads ordinarily "close up shop" in winter insofar as renewing ties and surfacing track is concerned. But the Boston & Maine, with much of this work to do, decided in 1956 that it was time to change. On its more important lines, which require the most track maintenance, it began to replace the gravel ballast, which holds moisture and then freezes, with clean rock ballast, which does not freeze. By the winter of 1958-59 it had sufficient track reballasted with clean rock to permit working the track all year 'round. A special system cycle gang was organized and equipped with production-type machines to carry out this work economically.

It is a rarity for railroads, operating in territory where the ground freezes, to attempt to renew ties or surface track during the winter. This is because the ties are embedded in frozen ballast.

The chances are nine out of ten that, if the rails are jacked up for raising the low spots in the track, the spikes will pull out and the ties remain frozen in the roadbed. The ballast first would have to be loosened by men with picks —a discouraging and expensive undertaking.

That's the way it was on the Boston & Maine, too. But not during the winter of 1958-59. So far this winter from December 1, the road has installed more than 5,000 crossties and surfaced upwards of 15 miles of track. The work is being done by the road's so-called cycle maintenance gang, and it will go on for the rest of the year.

That it has been worth while is indicated by the fact that, where the track has already been retimbered and surfaced this winter, it not only looks good but it also provides a smooth ride.

The B&M has been working toward this goal since 1956. In that year, it decided to place the track maintenance of its trunk lines on a cycle basis of approximately five years. The road reasoned that this could best be done by a small but well mechanized gang which would assure maximum production at minimum cost.

Accordingly, the road organized a cycle gang to fit the conditions. The gang is comprised of 9 large production-type machines and 22 men. Each gang has a general foreman, 3 foremen, 9 machine operators and 9 trackmen.

The nine machine operators and the general foreman have system rights. This insures having experienced operators and supervision at all times. The 3 other foremen and 9 trackmen are drawn from the local district gangs. A track supervisor is in overall charge of the cycle gang. He receives his instructions from the local division engineer.

Economical Maintenance

In 1956 the B&M decided to reballast with new rock ballast those portions of its trunk lines having gravel ballast. By having a more durable ballast under the ties, the trunk lines would be maintained more economically, it was reasoned. In 1956 32 miles were reballasted with rock, over 110 miles of track were rock-ballasted in 1957, and 35 miles in 1958.

Ballasting work is done by local district gangs. In this work the track is raised at least 7 in. Approximately 2,800 tons of rock are used per mile. Crossties are not renewed.

The cycle gang is scheduled for work only on rock-ballasted track. This enables the cycle gang to renew ties and surface track in winter. It was found that it is the ballast fines and foreign materials in the ballast that hold moisture and become frozen. Hence, it is not possible to work the ballast in freezing weather. New rock, or clean rock, permits moisture to drain away from the roadbed so that no ice forms in the ballast section. The ties may be renewed and the track given a light out-of-face lift even during the coldest temperatures in the territory.

When the cycle gang was first organized, not enough track was ballasted with clean stone to permit through-the-winter work programming. However, enough track has now been ballasted with clean rock to make this possible. In fact, it has become necessary to keep the gang going through the winter to keep up with the needs of the track on a one-crew basis. Today, the work of this gang is programmed on a 12-month basis. It even has been projected into the first three months of 1960.

Production Machines Used

The cycle gang is equipped with two Kershaw Ballast Regulators, a Fairmont spike puller, two RMC TieMasters, an RMC SpikeMaster, a Nordberg Tamping Power Jack, a Jackson Track Maintainer and a Nordberg Trakliner. When tie renewals are not heavy, only one TieMaster is used. A Nordberg TrakSurfacer is planned for this year's work.

In general, the number of crossties to be renewed per mile determines whether or not to work the cycle gang on a stretch of track. When the tie renewals run 300 or more per mile, the track is normally scheduled for cycling. To prepare a cycle-gang program, ties must be inspected and proposed renewals tallied a year in advance. Only the ties actually needing immediate renewal are marked. This is done by daubing a spot of yellow paint on the tie.

The local district gangs unload the required number of crossties in advance of the cycle gang, and later dispose of the removed ties. Any additional rock ballast required for making a 1½-in. track lift also is unloaded by the district gangs.

Trailers for Housing

The system men (i.e., the machine operators and the general foreman), are housed in Morrison-built aluminum highway trailers. These consist of three units: an eight-bunk trailer, a combination four-bunk and general foreman's office trailer, and a combination kitchen-diner. All units are heated and have hot water, shower baths and electric lighting. The railroad employs a cook who has quarters in the kitchen-diner.

The men are transported to and from work by truck, which also is used for moving the trailer outfit. For long moves, trucks assigned to district gangs assist in moving the camp. In general, the larger units of work equipment are moved on the track under their own power, being lashed together to move as a single unit.

Cycle Gangs Do Other Work

There are times when it is not practicable for the cycle gang to renew ties or surface track. After a heavy snowfall, for example, the gang helps the district gangs clean snow from turnouts, highway crossings and platforms. The gang may then perform other normal maintenance work until enough snow has disappeared to make it possible to see the paint daubs on the ties as well as to observe the ballast shoulders while dressing the track.

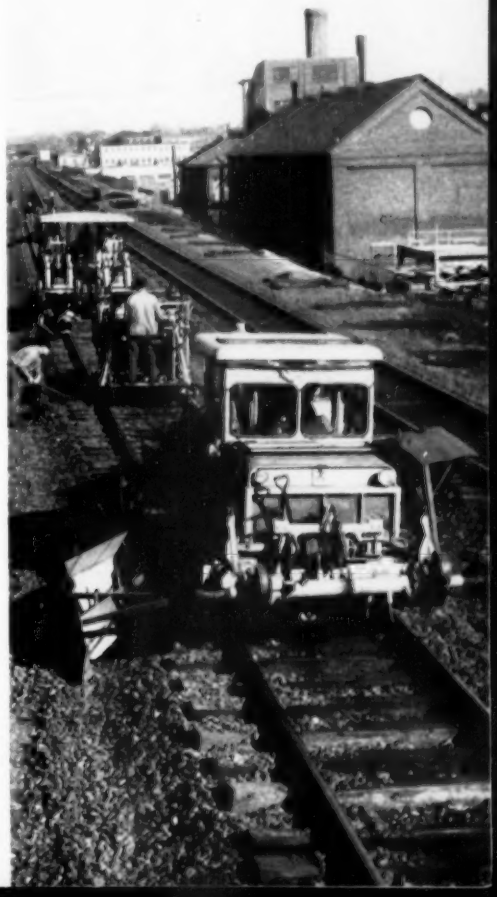
Including winter operations, cycle-gang performance has averaged about 700 ft of track surfaced out-of-face per on-track hour. The number of crossties renewed, using two TieMasters, averages from 90 to 100 ties per on-track hour.

The road has found that the track on which the gang is to work must be selected with care. The rock ballast must be clean and deep enough to prevent ties from becoming frozen in the roadbed.

"Keeping the cycle gang going in the winter has worked out as well as was anticipated and it has enabled us to get more of our essential work completed." So says S. G. Phillips, the B&M's vice president of engineering. Plans are to continue the work through next winter.

For 1959, the B&M has scheduled cycle-gang renewal of 50,000 crossties and 100 track-miles of surfacing.

In addition, the B&M will also surface 50 miles of rock-ballasted track during 1959 where the tires are in good condition. This work will be done by district gangs equipped with system machines. District gangs also will replace gravel ballast with rock ballast on 100 miles of track during 1959.

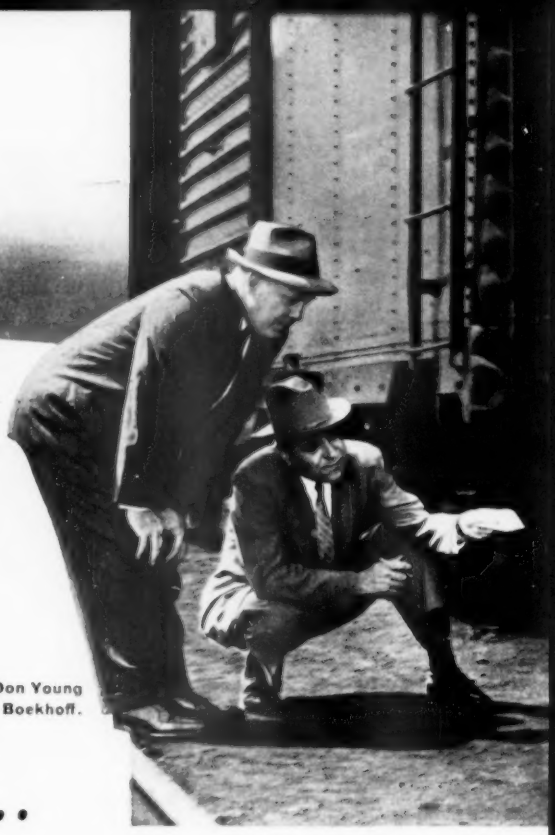


RAISING and surfacing equipment completes the cycle gang. In working order these are a Ballast Regulator, a Tamping Power Jack, a Track Maintainer and a Trakliner. Gang is working on the Boston-Portland main line in Malden, Mass.

FRANK QUINN
Service Manager

ED HUTSON
Service Engineer

VON BURKETT
Service Engineer



Service Engineers Don Young and William Boekhoff.

Employed by us...

but they work

These men are American Steel Foundries Service Engineers. Although they are on the ASF payroll they spend the major share of their time with ASF's railroad customers.

Their job begins after our products are shipped . . . their responsibility is to see that the railroads get out of ASF products all the good performance that's designed and built in.

ASF Service Engineers, by their training and experience,

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J. HANDLY WRIGHT

Wright Outlines AAR Public Relations Goal

A newcomer to railroading but an old-timer in public relations has looked upon the industry's public relations setup and found it good.

The appraiser is J. Handly Wright, who came to the Association of American Railroads last August as vice president in charge of the Public Relations Department. A former director of public relations for Monsanto Chemical Company, former executive vice president of the public relations firm of Selvage & Lee and former president of the Public Relations Society of America, the 52-year-old Mr. Wright is well acquainted with the public-relations profession and its practitioners.

This background prompts him to say flatly that he knows of no other industry where the standard of public relations—qualitatively and quantitatively—is higher than in the railroad industry. Since coming to the AAR, he has been "heartened" to find what he identifies as a "widespread sense of public obligation among railroad management."

When a Railway Age editor called recently to inquire about Mr. Wright's plans, he prefered to talk about objectives rather than specific plans or programs.

The department's primary objective, as he puts it, is "to show the railroad industry to the public as an affirmative vital part of the national economy." He feels the ills of the industry, of which so much has been said, have obscured the fact that railroads are "vital and necessary."

One thing that impresses Mr. Wright, as a newcomer, is the industry's faith in itself. Its leaders haven't been talking to him about its "recovering from illness to the point of getting out of a sick bed into a wheelchair." They have been reflecting their determination to get it back on its feet so it may play its proper part "in providing service an expanding economy has a right to expect."

That's another way of saying that the industry's present drive is aimed at continuing to play its vital role in the progress of the country. Mr. Wright thinks this involves much more than "just something management wants"—it "concerns all Americans because so much of the country's growth has been and will be tied to the railroads." To make these feelings of railroad leaders understood is what he considers a major part of his job.

Mr. Wright's approach will be guided by results of a recent survey of the public's attitude toward the industry. As he puts it, "what we do and say will be directed at realities in the public's opinion of this industry."

The survey showed generally that the public has a great desire to understand railroad problems, and sympathy for the industry in its efforts to solve them. Complaints about unhappy individual experiences with railroads were heard, of course. But the overall showing left no doubt that the public appreciates the importance of healthy railroads and is willing to approve steps necessary to make them healthy.

1958 Act Only a Beginning

In the latter connection, Mr. Wright cites one of the inquiry's showings which indicates that a big majority of the public understands that the Transportation Act of 1958 was "only a beginning," and would approve a follow-through to additional legislation dealing with remaining problems.

The study also showed a "growing public feeling" that railroads are "unfairly taxed and unfairly treated by government policy in comparison to their competitors." Mr. Wright believes this "sense of fair play" is "one of the greatest assets railroads have in their effort to climb back to a healthy position." So he sums up his findings this way:

- The railroad industry doesn't think it's dead.
- The public doesn't think it's going to die.
- The industry is determined to reclaim its right to a full life.
- The AAR plays its proper public relations role, Mr. Wright explains, when it acts as spokesman on industry-wide matters, leaving local issues, like commuter problems, to individual roads or regional associations. He also points out that the association supplies railroad public relation officers with materials they need to further the public's understanding of industry-wide problems, and to keep abreast of public thinking about the industry. The latter, of course, is a two-way street, because the association learns much about public reactions from reports it gets from individual roads.

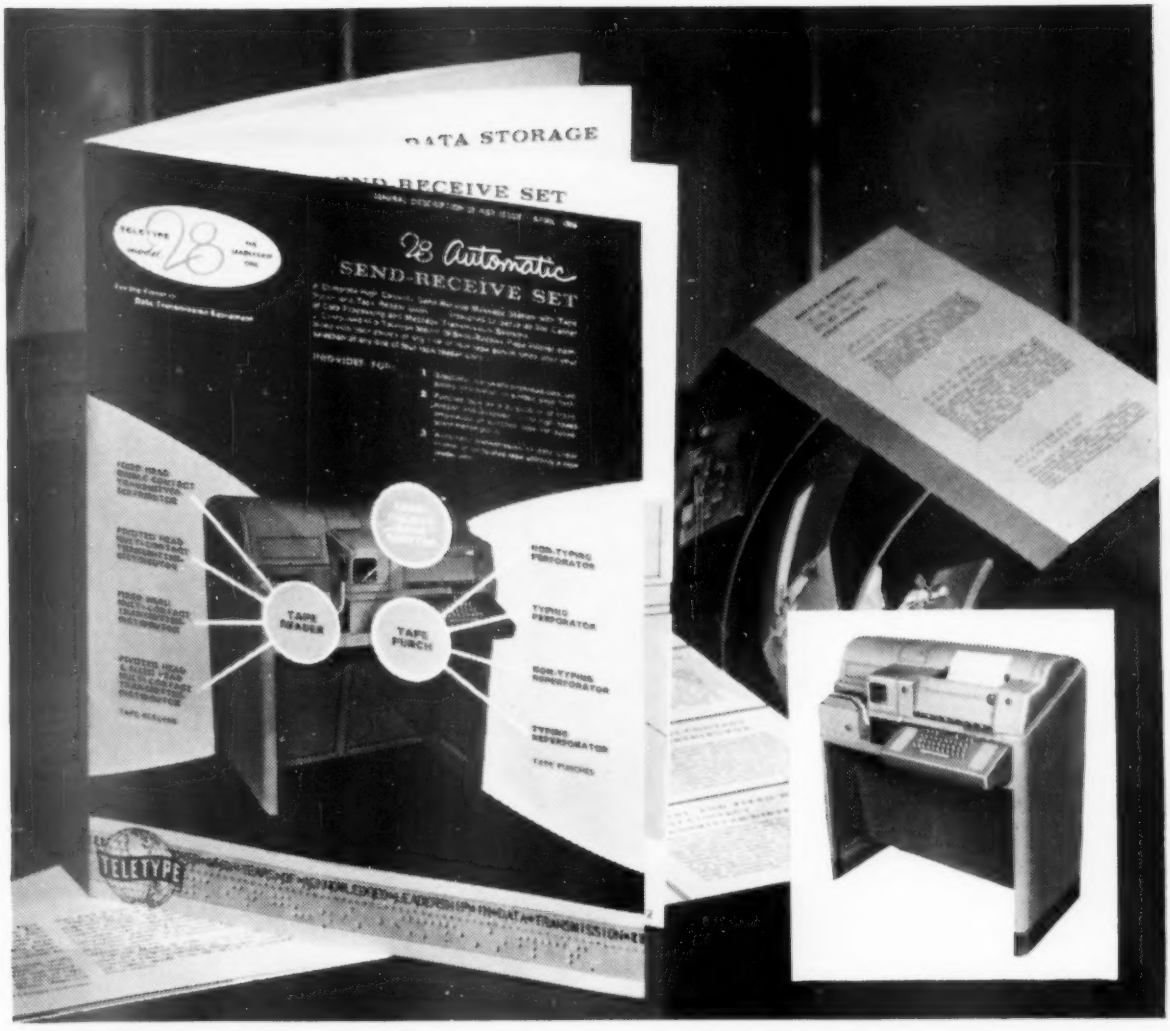
As to cooperation with other interested parties, Mr. Wright says his door is open to all who would cooperate "with the genuine interests of the industry in mind." He hopes to keep alive the cooperative spirit which reached a "new high" in the successful drive for passage of the 1958 Act.

Incidentally, he does not credit that victory solely to the public relations job involved. He notes that many other factors were also at work to make Congress appreciate the public's concern about the railroad industry.

At the same time, however, he is not reluctant to claim that the public relations phase was a big job, well done. Railroad public relations men made themselves available to answer inquiries and to supply material to editors and other interested parties.

Mr. Wright's favorable opinion of railroad public relations officers stems from his contact with them in the Public Relations Society of America. He points out that railroaders form the largest single industry group among the membership of the society, which has an eligibility-for-admission rule requiring five years of public relations experience at the supervisory level. These railroad members, Mr. Wright recalls, have been active in the society's committee work; and one of them, George M. Crowson, assistant to president of the Illinois Central, has been its president.

At the AAR, Mr. Wright took over what he thinks is an excellent staff. Regular staff meetings to explain policies and develop programs comprise his department's operating plan. Meanwhile, he grants his associates all possible autonomy, encouraging them to do their jobs in their own names.



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1,031,963 trouble-free miles

ON TEXACO DIESELTEX

Here's actual in-service proof that Dieseltex gives dependable high mileage

The pistons in the picture are the complete set from #2 engine (EMD 567 B-C) of Baltimore and Ohio locomotive 1433. The parts history below is an impressive Dieseltex story in a nutshell:

Parts installed—December 1953
Parts removed—October 1958
Total Mileage—1,031,963
Lubrication—Texaco Dieseltex
Interim parts replacement—none

The above data have been verified by Mr. F. B. Rykoskey, General Superintendent, Motive Power and Equipment of the Baltimore and Ohio Railroad. *This outstanding mileage* was achieved through a combination of good preventive maintenance, good oil inspection practices, and a really dependable lubricant—Dieseltex.

Dieseltex protects power with these qualities: **1.** Detergent-dispersive action, which keeps engines clean; **2.** High film strength, which keeps a film of lubricant between moving parts even in severe conditions, throughout a wide range of operating temperatures.

For more information about Texaco Dieseltex HD, call the nearest Railway Sales Division office. There's one in New York, Chicago, San Francisco, St. Paul, St. Louis and Atlanta. Or, write:

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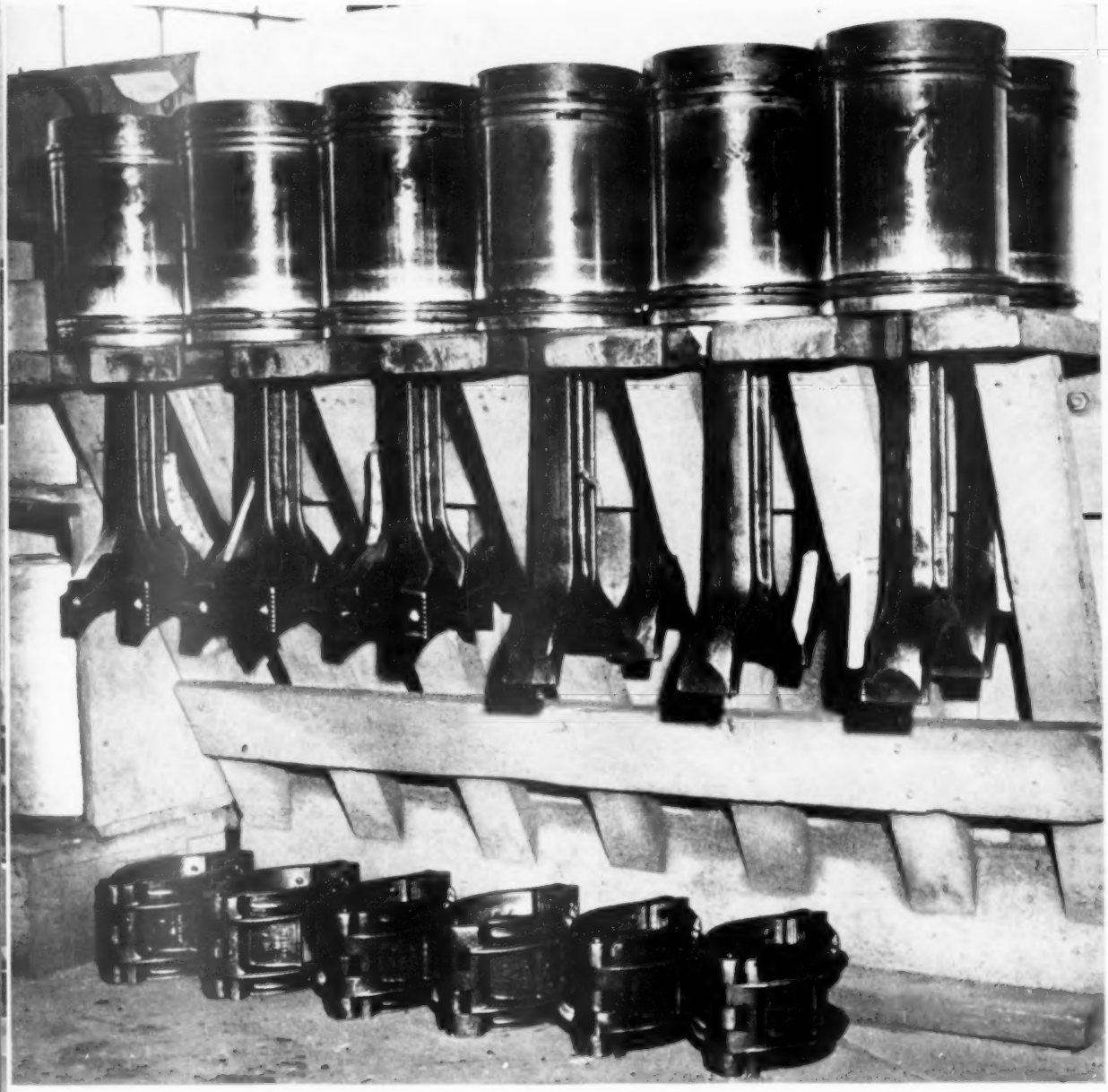

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Tests Get Go-Ahead on L&NE

The value of psychological testing, to help select men for promotion, is argued two ways. Either you lean too much on test results as the easy way to decide on a man's promotability; or you discard results entirely because they show very little about a man's job skill, hence have no value in measuring present performance or future potential.

The actual answer is somewhere between these two viewpoints. Several railroads do use tests, before hiring, to help determine training needs and to help uncover promotable talent within the organization.

The Lehigh & New England began a testing program two years ago, setting it up as an aid to individual judgments in making personnel decisions. This report tells why the road—and its employees—are benefiting from the program.

By J. S. GENTHER
Chief of Personnel
Lehigh & New England

Personnel decisions in our company are not unlike the pattern on other railroads—selecting younger men to train for top level positions, and the promotion of other employees into supervisory and specialized assignments.

As an aid to our own judgment in these cases, we began a psychological testing program two years ago. Today, the tests are being used as an added tool in considering supervisors and employees for assignments ranging from vice president to chief clerk to yardmaster. Testing procedures are utilized in almost every department.

We believe the testing program has helped us uncover previously "hidden" potential among rank-and-file employees, and has helped pinpoint training needs in several important areas. Results have been used, moreover, as an added benchmark on key men being considered for promotion, and as an aid in deciding what to do about executives who do not meet expected performance standards.

The search for hidden potential among line employees is difficult at best. The testing program has helped, we feel, to bring some men to the fore who might otherwise have remained undiscovered—at consequent loss to the company. In several cases, as a result of testing and subsequent evaluations, we have been able to "earmark" employees as future yardmasters, dispatchers and office supervisors.

Our experience so far indicates that those men who have already been assigned or promoted to such jobs are working out quite well. The testing program is continuing. It is left to the employee to decide whether he will go through the test program. Most who are asked to take tests respond favorably. The overall reaction has been positive—and there appears to be a general feeling among employees that the company is trying to be fairer and more objective in promoting people than in the past.

Testing plays another role than that of finding outstanding men in the ranks. It has given management greater assurance in promoting officers into higher positions. Weaknesses and strengths are more closely indicated now, helping us to place men where they will be most effective.

The procedure is not entirely a one-way street. Some supervisors, for example, have not moved into broader responsibility since testing was begun. In a few cases, after testing, decisions were made either to shift some men sideways to other assignments or to retain them in their existing positions. A man may be doing an excellent job where he is and still not be the best candidate for the next higher position.

There are other instances, of course, where an officer or executive is on the job, yet may not perform as well as might have been expected. The L&NE, like other railroads, has had to face this problem. In our testing and evaluation program we have had to decide whether guidance, support and attention would improve the man's performance or whether he lacked the potential to benefit from such training.

Where the latter conclusion is reached, as it must be at times, we feel it is in the best interest of the individual and the company to remove him from his present assignment and place him elsewhere in the organization. This saves months of concern by both sides.

Quick Outline of L&NE Program . . .

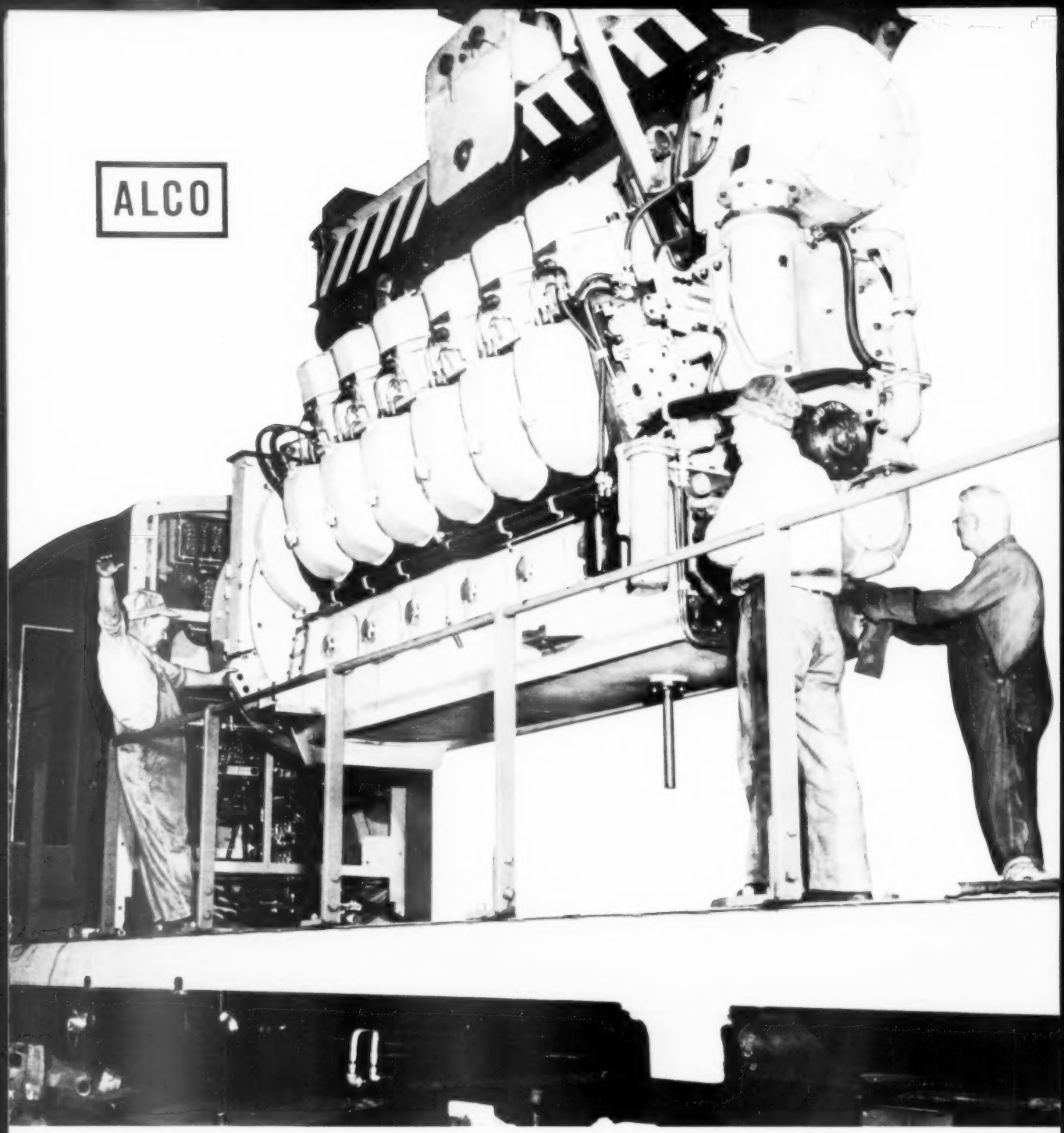
1. A comprehensive job description is prepared for the position for which a vacancy has occurred or is anticipated.

2. Tests are selected and administered by an outside firm (Personnel Psychology Center, New York). Purpose of testing is to measure the basic aptitudes and potential of individuals under consideration.

3. Interviews follow testing. These review an employee's company record plus facts on his personal background.

4. Specific recommendations are prepared—how does the candidate measure up against job description?

5. Final reports are reviewed by the personnel department and are retained there for further use as needed.



HOW ALCO'S 251 ENGINE CUTS MOTIVE POWER COSTS...

ALCO

TESTS PROVE YOU CAN CUT FUEL COSTS 10% AND MORE WITH ALCO LOCOMOTIVES

Leading railroads have proved that new ALCO locomotives, with the 251 diesel engine, lower fuel-oil costs by at least 10 per cent—and much more in some cases.

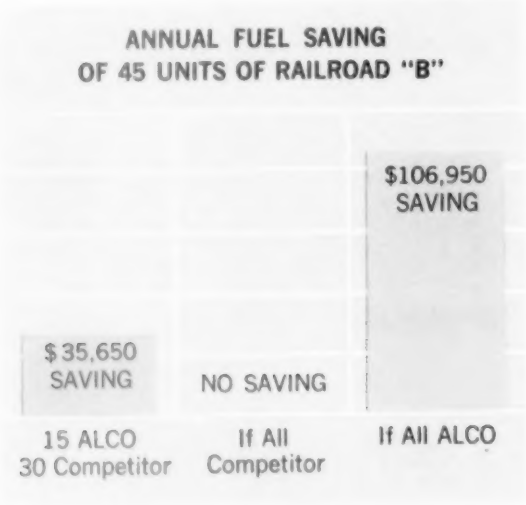
These roads made actual operating tests, kept careful records, comparing the fuel consumption of ALCO and competitive locomotives. In every case, on different roads in different parts of the country, the fuel consumption of ALCO locomotives was appreciably lower.

Today, when you are surveying your operations for every possible way to lower your costs, it will pay you to keep this fact about the 251-engined ALCO locomotives in mind.

Remember, too, that the 251 engine has drastically lowered maintenance costs, has a much longer power-assembly life than its competitor, is built and backed by motive-power experience dating to 1848. The next time you buy locomotives, be sure you are getting full value.

RAILROAD "B":

$35,000 ANNUAL FUEL SAVING WITH 15 ALCO LOCOMOTIVES



A Class I U.S. railroad, with heavy traffic and many train stops, found in a comparison of 15 ALCO DL-701's with 30 competitive locomotives that fuel costs for the ALCO locomotives averaged $.1781 per unit mile, while the competitive locomotives averaged $.2014—an advantage of 11 per cent. The tests covered a ten-month period, with each group of locomotives averaging near 8500 unit miles per month.

On the basis of these figures, the railroad saved $35,650 annually with the ALCO DL-701's. If all 45 units were DL-701's, they would save an additional $71,300 per year *on fuel costs alone*, with a total possible saving of $106,950 annually over the competitive locomotives' fuel costs.

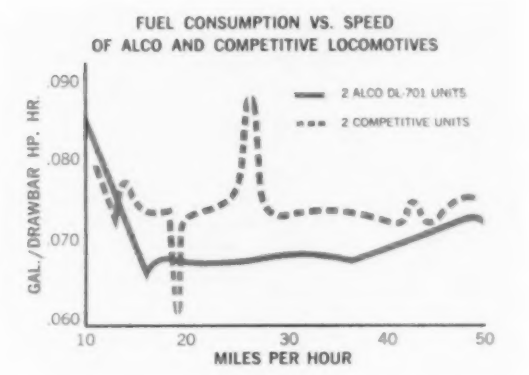
RAILROAD "A":

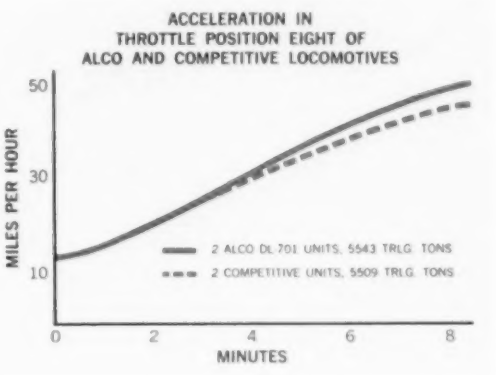
12% LESS FUEL, FASTER ACCELERATION, INCREASED SPEED

In addition to determining fuel savings of up to 12% with ALCO diesels, Railroad "A" found in its Western U.S. operations that the new engines provide faster acceleration and higher speeds.

In a two-month test conducted with dynamometer cars, the ALCO locomotives averaged 5 mph better speeds per run, with lower fuel consumption than competitive locomotives.

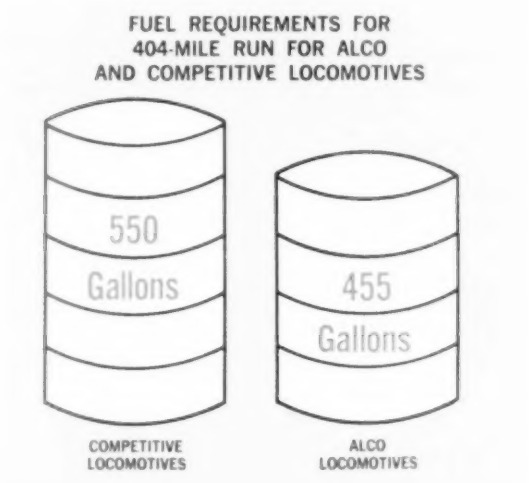
A section of dynamometer car tape included with the railroad's report showed that the ALCO engine accelerated from 14.2 to 52.3 mph in throttle position eight in 8½ minutes, while the competitive unit reached only 47.3 mph. During this part of the test, the ALCO engine was trailing 101 cars and 5,543 tons, as compared to 98 cars and 5,509 tons for the competitive locomotive.





RAILROAD "C":

FUEL COSTS REDUCED 17% WITH NEW ALCO 251 ENGINE



Economic operation of the ALCO 251 diesel has meant wide acceptance of the new engine throughout the world. Overseas, as well as here, fuel savings of the 251 are making drastic reductions in operating costs.

In Australia, for example, comparison tests were recently made on ALCO's and the U.S. competitor's engines over a mountainous 404-mile passenger run.

The railroad's report showed that the competitive engine, which was rated at 1750 hp, required an average of 550 imperial gallons of fuel per run. The ALCO 251 diesel, rated at 1800 hp, averaged 455 imperial gallons per run—a fuel savings of more than 17 per cent.

What this means for you . . .

10% FUEL REDUCTION MEANS THESE ANNUAL SAVINGS FOR YOU

IF YOU OPERATE...	YOU SAVE*...
100 ALCO LOCOMOTIVES	**$215,280** per year
250 ALCO LOCOMOTIVES	**$538,200** per year
500 ALCO LOCOMOTIVES	**$1,076,400** per year
750 ALCO LOCOMOTIVES	**$1,614,600** per year
1,000 ALCO LOCOMOTIVES	**$2,152,800** per year

*Calculations based on fuel cost of $.115 per gallon, fuel consumption of 1.95 gallons per unit mile (Class I U.S. freight-service averages), total mileage per year of 96,000 miles per unit.

LOWER FUEL COSTS...LESS MAINTENANCE...MORE USEABLE HORSEPOWER WITH ALCO DIESEL-ELECTRIC LOCOMOTIVES

Top value from your operating dollar—that's what you want, and what ALCO's 251 engine is designed to deliver. Already, it has set new standards for diesel operating efficiency throughout the world – in fuel consumption, maintenance, power assembly life, and useable, dependable power.

Overseas, for the past two years, ALCO locomotives with the 251 engine have been overwhelmingly preferred by railways in all parts of the world. The principal reason: their operating efficiency in comparison with competitive locomotives.

In the United States, more and more railroads, drawing on their own operating records and other records available to them, are also concluding that the 251 engine in ALCO locomotives is an important avenue to lower costs and increased profits.

Your ALCO sales representative will be pleased to give you full information on the many savings that the ALCO 251 diesel can bring to your operations, both in new equipment or in "reprofited" older equipment, and answer any questions you may have.

Since 1848, ALCO has been steadily serving the needs of American railroads, and ALCO will always play this significant role.

ALCO

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TRANSPORTATION PRODUCTS DIVISION
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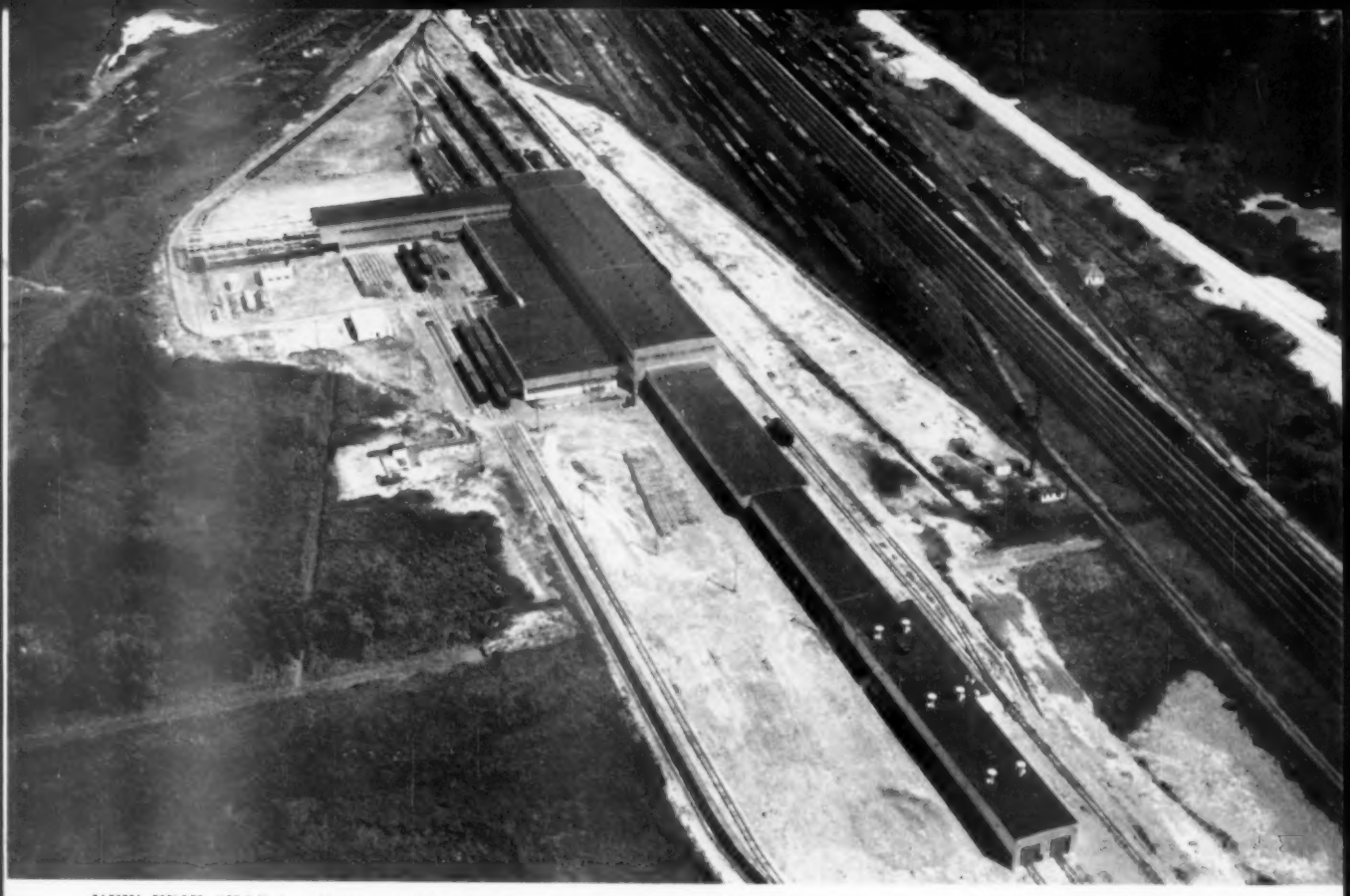
DIESEL-ELECTRIC LOCOMOTIVES • DIESEL ENGINES • RENEWAL AND MODERNIZATION PARTS • REPAIR AND REBUILD SERVICES



NEW ERIE SHOP is adjacent to Meadville yard at upper right. Main repair bay is 600-ft by 100-ft structure at top center. Fabricating shop and steel yard extend to left from far end of main repair bay which is also flanked by special work areas, locker rooms and stores facilities. Toward the foreground is an open-sided structure where cars are undercoated and sandblasted. At lower right is the 325-ft by 50-ft paint shop.

Why Erie Car Repairs Cost Less

Heavy freight-car repair operations of the Erie are now being conducted in a plant permitting the railroad to control car repair costs in the years ahead. The design and location of the new Meadville, Pa., car shop play important parts in controlling the costs.

The plant is laid out around two production tracks which can be tooled for heavy repairing of up to 14 cars each 8 hr. It is anticipated that repairs for the Erie freight car fleet can usually be handled on one shift. Either track, or both, can be set up for production-line repairs. It is expected that such repairs will normally be to cars of the same class. Generally, cars requiring the same type of work will be put through a line consecutively.

The site chosen for the new shop is the division point almost midway on the Erie's New York to Chicago main line. This simplifies the movement of bad order cars to the shop. The site also has the advantage of being close to the plants of many suppliers.

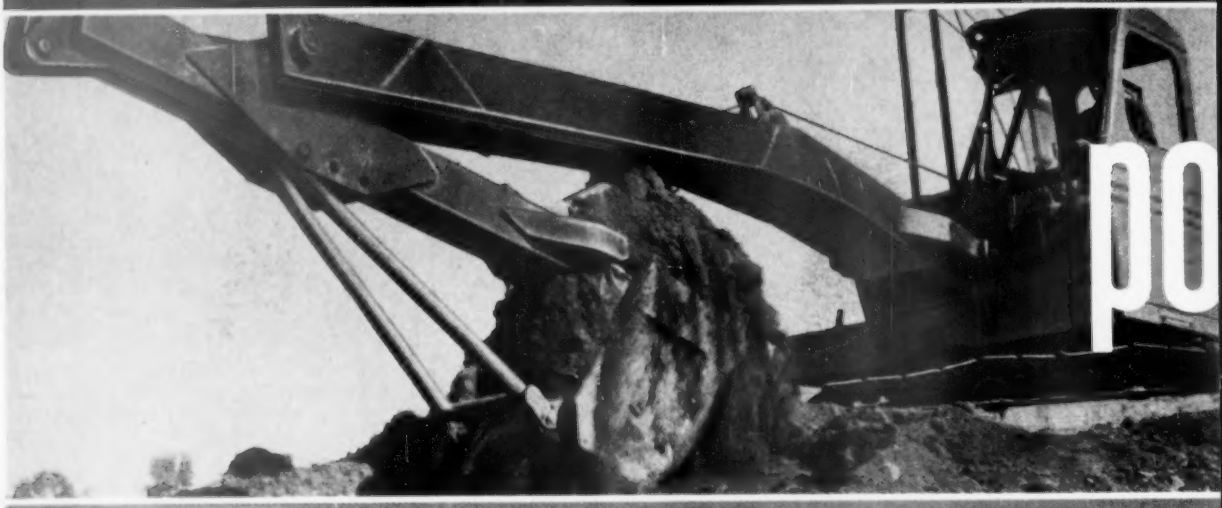
Meadville yard also provides an area where bad order cars can be accumulated and classified to make a production line operation possible. Switching locomotives could be available around the clock, if necessary.

Floods resulting from Hurricane Diane in August 1955 severely damaged the Erie's now-abandoned freight-car shop at Dunmore, Pa., near Scranton. The shop was on a branch line near the east end of the railroad. The cost of repairs to an obsolete building, and the inconvenient location of the Dunmore plant, led to a decision to relocate at Meadville.

The shop building is sheathed with over 100,000 sq ft of corrugated aluminum. Walls of the main repair shop and fabricating shop have one or two courses of translucent corrugated plastic siding. This permits maximum utilization of natural light during daytime operations. The two high-ceiling work areas are also illuminated with high-bay mercury-vapor lamps. The main repair shop has auxiliary fluorescent lighting mounted on side walls under the crane rails. Smaller work areas, offices, and locker rooms are lighted exclusively with continuous fluorescent fixtures.

Floors throughout the shop are reinforced concrete. Heating in the fabricating shop is provided by gas-fired infra-red units mounted on the ceiling. Smaller work areas, the lumber mill and storage room and the storeroom are heated with direct-fired space heaters. Shop offices and locker rooms are heated with finned radiators using low-pressure steam.

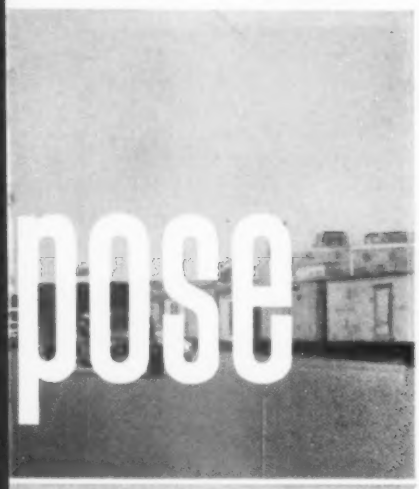
(Continued on page 38)



THE GM DIESEL ALL-PURPOSE POWER LINE 20 to 1650 H.P. in only 3 cylinder sizes

NON-TURBOCHARGED RATINGS

"2-53"	"2-71"	"3-53"	"3-71"	"4-53"	"4-71"	"6V-53"	"6-71"
NEW		NEW		NEW		NEW	
20 to 47 H.P.	33 to 67 H.P.	38 to 97 H.P.	51 to 118 H.P.	51 to 130 H.P.	69 to 167 H.P.	76 to 195 H.P.	112 to 252 H.P.



The Series 53 "Jimmy" Diesels

NEW FOR THE RAILROAD INDUSTRY

Smaller and more compact 2-, 3-, 4-, and V-6 cylinder engines based upon the dependable GM Series 71 Diesel

New as tomorrow is the power concept which GM Diesel has embodied in its All-Purpose Power Line to highball you to bigger profits.

Using only 3 cylinder sizes, GM Diesel engineers have more than doubled the number of basic engines—vastly increased the horsepower range—yet maintained the family relationship and parts interchangeability for which GM Diesels are famous.

This concept is dramatically illustrated in the Series 53 "Jimmy" Diesel.

Here are Diesels like no Diesels you've ever seen in your life. For in these Diesels—and *only* in these Diesels—are combined *all* the profit-making, cost-saving advantages *any* Diesel has ever had.

Compare them horsepower for horsepower:

They cost less, weigh less, take up less room.

They accelerate faster, last longer, and parts cost less.

They're easier and less expensive to repair and maintain—far more efficient, too.

All these advantages add up to high earning power and real operating economy. Put a Series 53 "Jimmy" Diesel to work. It will pay for itself amazingly fast when it takes over from a gasoline engine.

This Series 53 "Jimmy" Diesel is *literally* All-Purpose Power in the 20- to 195-H.P. range. Consider it for your needs. Write GM Diesel, Dept. R-2, Detroit 28, Michigan, and see what these new Series 53 "Jimmy" Diesels can mean to your profits.

GM DIESEL

DETROIT DIESEL ENGINE DIVISION
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Parts and Service Worldwide

NEW
"6V-71"
112 to 252 H.P.

NEW
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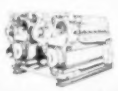
150 to 334 H.P.

"6-110"
160 to 335 H.P.

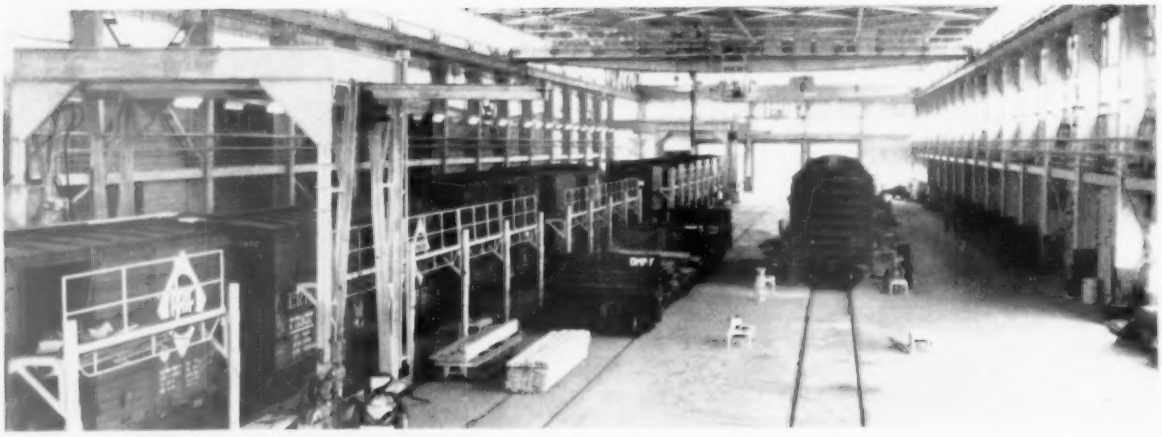
NEW
"12V-71"
224 to 504 H.P.

NEW
"16V-71"
300 to 675 H.P.

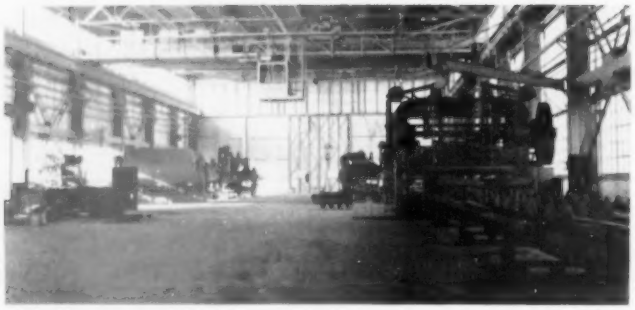


NEW
"24V-71" (Twin 12)
448 to 1008 H.P.

NEW
"32V-71" (Twin 16)
600 to 1350 H.P.
(Turbocharged—1650 H.P.)



▲ **TWO PRODUCTION TRACKS** through 60,000-sq-ft main repair shop can be set up for various types of repair operations. Center track is for material cars. There are two bridge cranes in shop and two gantry-type cranes over track at the left.



◀ **FABRICATING SHOP** has tools for producing freight-car components. Assembly jigs for complete sides and underframes can be set up in the foreground. Overhead crane serves this shop and steel yard beyond far wall of the shop.

WHY ERIE CAR REPAIRS COST LESS *(Continued from page 35)*

Acetylene, oxygen, compressed air, and a-c and d-c current are supplied through service boxes at close intervals along the production tracks in the main shop. Cars are moved by a series of winch-type car movers.

Trackage for storing 149 cars is within the shop area. Capacities of the repair areas are: stripping, 33 cars; main shop, 18 cars; sandblast and undercoat area, 12 cars, and paint shop, 10 cars. This means 73 cars can be undergoing repairs at any one time.

The operation although known as a car-repair shop, has space and facilities for fabrication and assembly of new cars. The main repair and assembly shop is 600 ft long, 100 ft wide. Through it run two repair tracks. A third dead-end material track extends down the center from the stripping area or north end.

The six-track outside stripping area has adjustable permanent scaffolds and equipment for straightening car sides and ends. At right angles to the north end of the 60,000-sq-ft main repair and assembly shop is the 18,750-sq-ft fabricating shop. This shop is equipped with metal working tools for fabricating car parts. At its west end is an outside steel storage area of 15,000 sq. ft. Both the outside storage and the fabricating shop are served by the same 10-ton bridge crane. There is sufficient area in this shop to set up under frame and side jigs for use in conjunction with new-car and complete rebuilding programs.

Along the west wall of the main shop is a series of smaller work areas. The blacksmith shop opens directly into the fabricating shop and the main shop. The adjacent machine shop is a completely enclosed area. It contains the toolroom, pipe shop, and space for storing the materials handling trucks used in repair operations. The next area, opening into the main shop, is used for truck repairs. It has elevated rails and a gantry crane for truck work. Wheel storage is immediately outside this shop.

Next to the truck repair shop is the lumber storage and wood mill. All lumber can be stored under cover in this area and is placed there directly from cars spotted at the adjacent unloading dock. This area has a complete sprinkler fire protection system. A 125- by 75-ft storeroom is next to the wood mill.

All these areas flanking the west side of the main shop are in a continuous structure with 20-ft ceilings. On the east side of the main shop is a 250- by 25-ft lean-to structure with locker and washing facilities for 350 men, a lunch room for 250, and the shop office.

Cars move from the main repair shop into an open-sided structure where they are sandblasted. From here they are moved over pits for undercoating. The open-side shelter connects the main repair shop and the paint shop. Cars are not exposed to the weather from the time they enter the main repair shop until they emerge from the paint shop.

The paint shop is a 325- by 51-ft building. On one track is a fully automatic Binks traveling paint-spray booth. On the other track is a hand-type booth. Since these booths went into operation, the Erie has been applying a single-coat, direct-to-metal paint.

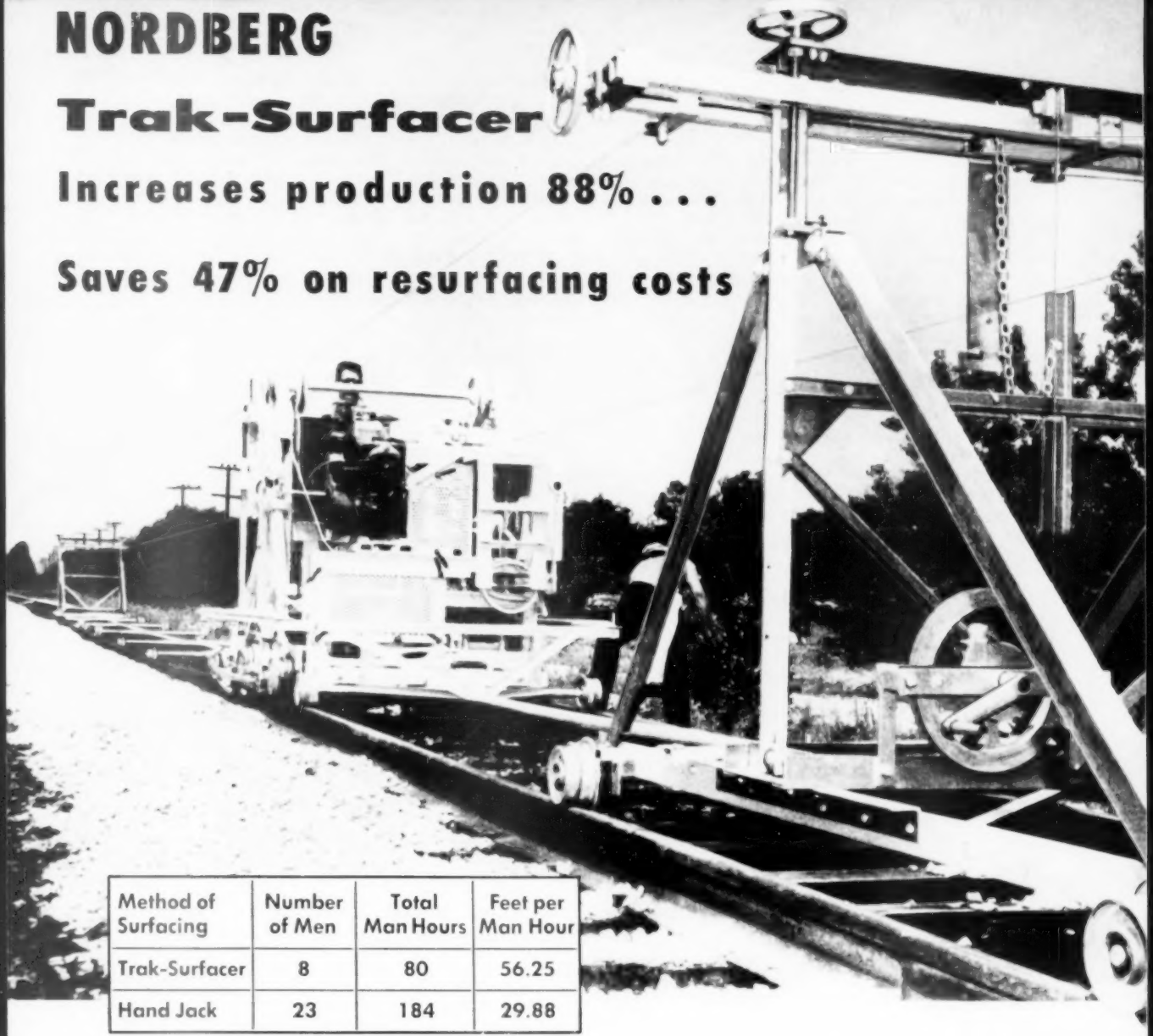
A crossover between the two repair shops makes it possible to move repaired cars under either the automatic or the hand-spray booth, or to perform part of the finishing under one booth and transfer the car to the other for completion. Cars are moved from the shop and lightweighted in Meadville yard where stenciling is completed.

NORDBERG

Trak-Surfacer

Increases production 88% . . .

Saves 47% on resurfacing costs



Method of Surfacing	Number of Men	Total Man Hours	Feet per Man Hour
Trak-Surfacer	8	80	56.25
Hand Jack	23	184	29.88

The above comparison of actual surfacing jobs was made under similar conditions on two Class 1 railroads. *Based on these figures, production with a Nordberg Trak-Surfacer was 88% greater and 47% less costly than with conventional hand methods.*

The Nordberg *Trak-Surfacer* represents an entirely new approach to the correction of track profile and surface. Through the use of a stretched steel wire, it forms a reference line for the top of the Grade Rail. The wire is tightly drawn between two 4-wheel carriages, held apart by a series of 2-wheel buggies and the Nordberg *Tamping Power Jack* which is used as the central unit in the *Trak-Surfacer-Power Jack team*. It raises the track, tamps the tie to hold the raise and provides propulsion power for itself and the entire *Trak-Surfacer*.

Indeed, the *Trak-Surfacer* can demonstrate for you its ability to increase production per man hour and effect appreciable savings when compared to the hand jack method.

For full details about this new Nordberg "Mechanical Muscle", send for a copy of the new *Trak-Surfacer* bulletin 283.

NORDBERG MFG. CO., Milwaukee 1, Wisconsin

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R458-R

P&LE's GATEWAY YARD

(Continued from page 19)

trolled by the East End yardmaster.

The 58 talk-back speakers in the yellow system are in areas where work is under supervision of the assistant general yardmaster in the hump tower building. These areas include the westerly end of the departure yard, the east end of the car repair yard, the hump approach, and both ends of the receiving yard. Also, some yellow speakers are in the diesel servicing areas.

The black talk-back speaker system, including 38 talk-backs, is at the east and west ends of the receiving yard, and at the diesel servicing facilities. These speakers, along the leads to the receiving yard, are controlled by the switch tender. He controls the non-interlocked power switches to line routes for inbound trains entering the receiving yard.

Direct two-way communication between signal maintainers, the retarder operator and the relay room in the retarder tower is provided by a separate blue talk-back speaker system in the retarder area of the classification yard.

The green talk-back speaker system consists of four speakers at the hump crest. These are controlled by the hump conductor, so that he may give direct, instantaneous instructions to the pin puller and other personnel along the hump lead.

A "round robin" intercom was installed, connecting those persons concerned with humping operations. They include the pit car inspectors. An inspector is on each side of the hump lead at just below track level, so that he can look at the sides, underframe and running gear of a car.

In addition to the inspectors at the hump, the hump yardmaster, the assistant general yardmaster, the hump conductor and the retarder operator are on this "round robin" intercom circuit. The amplifiers, talk-back and paging speakers—as well as the consoles in the various offices—for these intercom, paging and talk-back speaker communications systems were furnished by the Electronic Communication Equipment Co.

A combination of paging speakers and Automatic Electric type 43 telephones provides communications in the diesel servicing area. A similar system is installed in the car repair area, including the car repair building.

Two people were primarily responsible for the design and installation of the communications system in this yard. They are D. W. Shackley, superintendent of communications, and John Rock, chief communications inspector.

Railroading After Hours with Jim Lyne

SALES EFFECTIVENESS PROVED—I recently saw some figures on strikingly different traffic-getting ability of two large railroads in the same area. Both railroads made substantial rate reductions covering quite a range of commodities—to become more competitive with trucks. As a result, both roads achieved traffic increases—but one of them got a far larger increase than the other. Indicates, doesn't it, that one railroad's sales program (including service) must be a lot more effective than the other's? If we could get ratio figures on comparative sales efficiency, they'd put a big push behind improved sales organization and training.

FORD TRANSPORT STUDY—I met a transportation professor recently who is on leave—doing a study under Ford Foundation auspices into the "common carrier" function. Why is it, for example, that common carriers are required to accept the skim milk, while other carriers are allowed to limit themselves to the cream?

This is the first instance I've heard of where Ford philanthropy has financed transportation research, although it is practicing widespread benevolence in a lot of other ways. The Ford fortune came from transportation—and not all the results of the senior Ford's mechanical and business genius have been beneficial. That is to say, the inexpensive automobile created a lot of headaches—not all of which have yet been cured. For Ford philanthropy to include constructive studies in transportation, therefore, seems highly appropriate.

WHAT 'CHAT' IS—I got curious the other day about that "chat" (zinc mining screenings) which is so popular as ballast. I looked it up in a geology book and found out that the real name of this rock is "chert"—a variety of flint—cryptocrystalline silica (SiO_2).

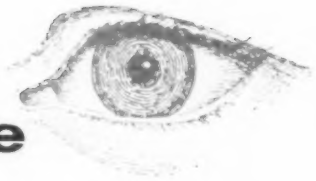
I've seen a lot of changes in ballast. One of my first experiences was with brick-red burnt gumbo—not expensive, easy to spread and to tamp. It looked almost as good as the UP's famous Sherman Hill gravel for a couple of years. But then it forgot it had been burnt and turned back into mud. I haven't seen any of the stuff for years.

Incidentally, what's the best substitute for cinders as quick and cheap ballast—now that there are no more cinders? And, also, what's the longest haul that ballast gets on this continent? Some of that chat gets quite a ride, I know.

COMMUTERS SHOULD PAY—S. M. Fairweather retired research vice president of the CNR, tells me he made a study some years ago of the actual costs of getting suburbanites into and out of cities. That is, he didn't just add up the costs the commuter (by rail or highway) now pays, but the entire costs. This total cost, he says, is fantastically high. If those who enjoy suburban living had to pay the entire cost, probably half of them couldn't afford it. Our cities, says Mr. Fairweather, should be growing vertically—not horizontally.

W. G. VOLLMER'S PHILOSOPHY—I've just read an inspiring little book, entitled "Faith and Freedom," by W. G. Vollmer, recently retired as president of the T&P. Most people have some standards they live by, but not many have developed them into a consistent philosophy, as WGV has—relating personal, political and business behavior to basic religious doctrine. Man gets his freedom from God, not from government; and it is folly for him to suppose that government can do better coercively for him than he can do for himself under freedom. I hope this book gets widely circulated—especially among the heads of big business, among whom, practically speaking, are to be found our most effective socialists.

see the difference



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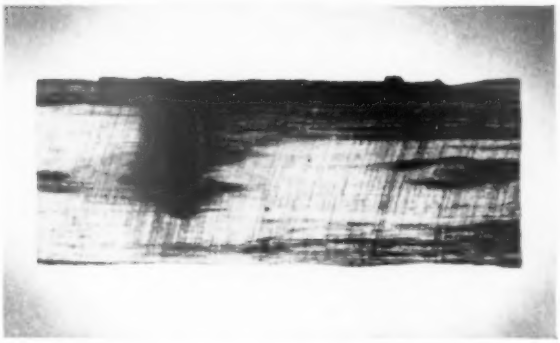
BIRD
SELF-SEALING TIE PADS



SOUND WOOD AFTER 15 YEARS OF BIRD TIE PAD PROTECTION

This tie, installed in 1926, was protected by Bird Self-Sealing Tie Pads from 1942 to 1957. It was then removed from track and slabbed for exhibition purposes. See how the Bird Tie Pad is still securely sealed to the tie after 15 years. Note the soundness of the wood in the underplate area.

COSTLY DETERIORATION IN UNPROTECTED TIE

This tie, also installed in the same track in 1926, was not protected by Bird Self-Sealing Tie Pads. When the tie was removed and slabbed for exhibition purposes in 1957, it had been seriously damaged by moisture and abrasive wear. The deterioration in the tie plate area is especially noticeable.

Bird Self-Sealing Tie Pads are the *only* tie pads whose durable and effective seal with the tie has been proved by years of in-track service. For additional proof of dollar savings, send for free booklet to Bird Tie Pads, East Walpole, Mass., Department HRA

Bird Self-Sealing Tie Pads are Recommended for:

BRIDGE DECKS • CURVES • SWITCH TIES • HIGHWAY GRADE CROSSINGS AND OTHER PAVED AREAS • CROSSING FROGS • INSULATED JOINTS • WITH SMALLER TIE PLATES • PILE CUTOFFS • THROUGH-STATION PLATFORMS • OUT-OF-FACE INSTALLATIONS IN RAIL-LAYING PROGRAMS • SANDY LOCATIONS • ALL OTHER AREAS WHERE TIE LIFE IS SHORT OR REPLACEMENT COSTS HIGH.

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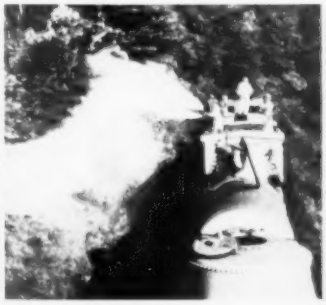

Current Publications

FROM THE MANUFACTURERS

ROLLER-GRAVITY CONVEYORS. 50 pages. Illustrations, diagrams, statistical tables. Lamson Corporation, Syracuse 1, N.Y.

Lamson's conveyor manual covers applications of roller gravity conveyors, design engineering, design features, engineering data, specifications and accessories. A section is also devoted to wheel and roller conveyors for portable or fixed installation.

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FREIGHT CARS BY CHICAGO FREIGHT CAR. 16 pages. Illustrated. Available from Chicago Freight Car & Parts Co., 228 North LaSalle street, Chicago 1, Ill. Free.

This brochure illustrates and describes Chicago Freight Car's new Chicago shops and car-building facilities. Also included are a number of photos of new, rebuilt and reconditioned cars turned out by the company for sale or lease.

BOOKS

LITTLE RAILWAYS OF THE WORLD, by Frederic Shaw. 270 pages, illustrations, maps and drawings. Howell-North Books, 1050 Parker St., Berkeley 10, Calif., $6.00.

"A never before explored area of railroading!," the publishers claim for this book, and the blurb is accurate. In this volume, the author ranges from such full scale, if narrow-gage, common carriers as the Talyllyn Railway of Wales (2 ft 3 in. gage), the Otavi Mining & Railway Co. of Southwest Africa and the Darjeeling-Himalayan Railway of India (both 2 ft gage) and the Festiniog Railway of North Wales (1 ft 11½ in. gage), to amusement park miniatures in the United States. En route, the author stops to examine a group of railways that are difficult to classify except by his phrase "little railways." This group includes the Edaville Railroad, of Massachusetts, which preserves for tourists and railfans some of Maine's former 2-ft gage equipment, and the Santa Fe & Disneyland, which is hard to describe, except perhaps as a railfan's dream come true. Not the least interesting in this book of interesting and strange railways is the chapter on the Romney, Hythe and Dymchurch Light Railway. This British line is a miniature railroad accurately scaled to a 15-inch gage, but it was designed as a passenger line, and it actually does carry passengers over about 12 miles of English beaches.

•

YOUR FREIGHT TRAINS, written and illustrated by George J. Zaffo. 57 pages, illustrations, color. Garden City Books, Garden City, N.Y. $2.50

This book, which takes operations at New Haven's Oak Point freight yards as a starting point, is designed to tell juvenile readers things they want to know about freight yard operations. The drawings are accurate, the text is informative and the selection of material is good. The age level would appear to be about 10, give or take a few years.

TRAINS ILLUSTRATED ANNUAL, 1959, edited by G. Freeman Allen, 96 pages, illustrated, Ian Allan, Ltd (Sole Distributors in U.S.A., Simmons-Boardman Publishing Corp., 30 Church st, New York 7, $2.95).

What would have been the thirteenth edition of **Trains Annual** of noteworthy railroad essays appears this year as the first edition of the **Trains Illustrated Annual.** The change in name signifies no important departure from the format of past issues. The mixture of articles and illustrations intended for "magazine-style reading" appears very much as before. This is a book of impressions, mostly of English railway practice, with a strong emphasis on steam locomotives. The illustrations include some excellent color plates of English operations.

•

UNUSUAL RAILWAYS, by B.G. Wilson and J.R. Day. 212 pages, illustrated with diagrams and index. The Macmillan Co., 60 Fifth ave., New York 11, $4.50.

When the authors picked "Unusual Railways" as their title, they were being no more than accurate. They include descriptions of such relatively fantastic systems as the proposed ship railway across Mexico to do the job that the Panama Canal was later built to handle, as well as the more feasible funiculars, racks and monorails that were not only proposed but built and, in many cases, are still working. The scope of the book is both historical and comprehensive. The reader will find every kind of unusual railway, described in full detail.

TWEETSIE, THE BLUE RIDGE STEMWINDER, by Julian Scheer and Elizabeth McD. Black, illustrated by Lee Kolbe. 68 pages with illustrations and data sheet, Heritage House, Charlotte, N.C., $2.95

This handsome volume of nostalgic appreciation of the East Tennessee & Western North Carolina narrow gage railroad, nicknamed "Tweetsie," tells the history of the line and the story of its resurrection, after abandonment in 1950, as a tourist attraction in 1956. The authors describe their effort as, not a history, but "a song to Tweetsie," but the book is both. The printing is worthy of the collector's item the book may well become. There are black and white drawings, as well as photographs, to supplement the text.

PAMPHLETS

THE DEVELOPMENT OF THE RAILCAR by R.W. Kidner. 56 pages, illustrations and diagrams. Locomotion Papers Number Twelve, the Oakwood Press, Bucklands, Tandridge Lane, Lingfield, Surrey. Six shillings and sixpence.

This British publication is primarily concerned with the history of railcars in England, but material is also included covering developments in America as well as in other parts of the world. Railcars, as the authors point out, have been proposed and operated with varying degrees of success, from 1847 to date. A great many sketches supplement the photographs in illustrating railcar progress. Most of the material is concerned with historical development rather than present practices.

Dividends Declared

AKRON, CANTON & YOUNGSTOWN—25¢, paid Jan. 15 to holders of record Jan. 10.

ALABAMA & VICKSBURG—$3, semiannual, payable Apr. 1 to holders of record Mar. 2.

ATLANTIC COAST LINE—50¢, quarterly, payable Mar. 12 to holders of record Feb. 2.

CENTRAL OF GEORGIA—common, 25¢, quarterly; 5% preferred A and preferred B, $1.25, quarterly, all payable Mar. 20, June 19, Sept. 21 and Dec. 21 to holders of record Mar. 10, June 10, Sept. 10 and Dec. 10.

CHESAPEAKE & OHIO—common, $1, quarterly, payable Mar. 20 to holders of record Mar. 2; 3½% convertible preferred, 87½¢, quarterly, payable May 1 to holders of record Apr. 7.

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DENVER & RIO GRANDE WESTERN—3-for-1 stock split subject to approval of stockholders Apr. 8, payable June 1.

DETROIT & MACKINAC—5% noncumulative preferred, $5, paid Jan. 15 to holders of record Jan. 5.

ERIE—$5 preferred A, $1.25, quarterly, payable Mar. 1, to holders of record Feb. 6.

GREAT NORTHERN—75¢, quarterly, payable Mar. 2 to holders of record Feb. 9.

GREEN BAY & WESTERN—annual, $5, Class A debentures, $50; Class B debentures, $15, all paid Feb. 9 to holders of record Jan. 23.

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MICHIGAN CENTRAL—$25, semiannual, payable July 31 to holders of record July 21.

MINNEAPOLIS & ST. LOUIS—35¢, quarterly, payable Feb. 27 to holders of record Feb. 13.

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NORTH CAROLINA—guaranteed, $3.50, semiannual, paid Feb. 2 to holders of record Jan. 22.

NORTHERN OF NEW HAMPSHIRE—$1.50, quarterly, paid Jan. 31 to holders of record Jan. 15.

READING—4% non-cumulative 1st preferred, 50¢, quarterly payable Mar. 12 to holders of record Feb. 19.

RUTLAND & WHITEHALL—75¢, paid Feb. 15 to holders of record Jan. 31.

SARATOGA & SCHENECTADY—$1.50, paid Jan. 15 to holders of record Jan. 2.

SOUTHERN—common, 70¢, quarterly, payable Mar. 13 to holders of record Feb. 13; 5% noncumulative preferred, 25¢, quarterly, payable Mar. 13, June 15 and Sept. 15 to holders of record Feb. 13, May 15 and Aug. 14.

VICKSBURG, SHREVEPORT & PACIFIC—common, $2.50, semiannual; 5% preferred, $2.50, semiannual, both payable Apr. 1 to holders of record Mar. 2.

WARE RIVER—$3.50, semiannual, paid Jan. 7 to holders of record Dec. 18, 1958.

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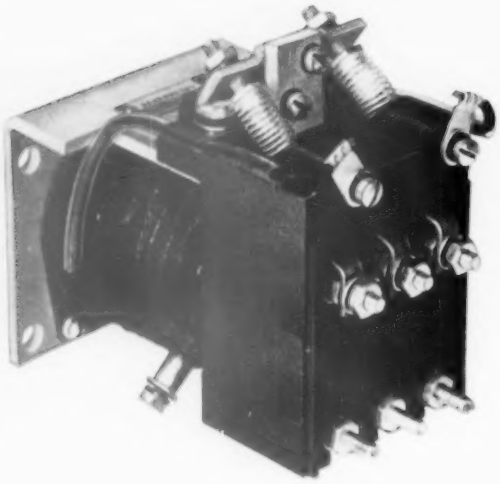
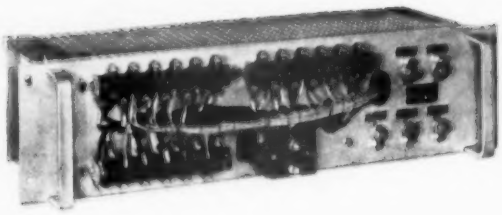


RUGGED, RAILROAD-TYPE RELAYS contained in G.E.'s Simplified Amplidyne Control Modernization Kit have heavy-duty contacts and stud-type connections. Less frequent maintenance is needed.



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Improvements resulting from 12 years of experience with amplidyne control have been incorporated into compact modernization packages. Many railroads have installed these kits on hundreds of locomotives and are now realizing improved, more efficient performance plus savings in maintenance dollars.

Installation of this modernization kit will upgrade and standardize your equipment. With this kit you retain many existing components for re-use and modification within the system. Re-cabling of your fleet with General Electric's new, improved locomotive wire and cable will further increase the value received from your investment in locomotive overhaul.

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STANDARDIZED RENEWAL PARTS INVENTORIES. Reduction in the variety of electrical panels and devices used in locomotives and fleets of differing vintages and ratings is accomplished through the use of Simplified Amplidyne Control. This standardization increases the utilization of renewal parts inventories. It also simplifies maintenance routine and instructions.

UP-GRADE YOUR G-E EQUIPPED ROAD LOCOMOTIVE during its next overhaul by installing this Simplified Amplidyne Control Modernization Kit. For more information, contact your locomotive builder directly. General Electric Company, Locomotive and Car Equipment Department, Erie, Pennsylvania. 12565

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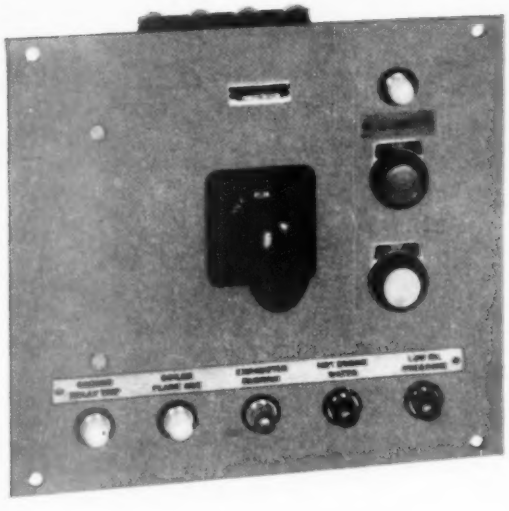

COMPACT ENGINE-START PANEL simplifies start-up procedure. Starting switch is of push-button type, while engine control switch has only two positions to operate.

MAIN CONTROL COMPARTMENT shows new wiring and Simplified Amplidyne Control equipment in place. Note compact arrangement and accessibility of components.

that make up General Electric's Simplified Amplidyne Control Modernization Kit.

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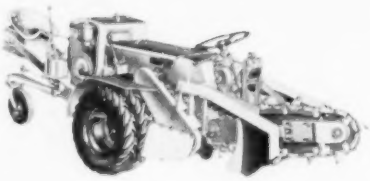
New Products Report

Journal Lubricator

The Wikit journal lubricator, AAR approved for test application in interchange service, insures continuous contact with new or worn journals under all operating conditions. It acts as its own oil reservoir, holding sufficient oil for efficient lubrication for long periods when little or no oil is in the box. A specially shaped jacket lubricates the full journal. *Callaway Mills, Inc., Dept. RA, 295 Fifth Ave., New York 36.*

Pocket Receiver

A new "Handie-Talkie" pocket receiver is fully transistorized and picks up all radio signals on a system's frequency, making possible immediate contact of key personnel. Communications can be maintained with the system's base station or any of its mobile stations. A second model, now being field tested, will provide a selective signaling feature whereby the receiver will pick up only messages meant for the individual using the unit. The receiver utilizes 17 transistors as well as 5 diodes to provide highest sensitivity levels. The use of semi-conductors also contributes to low power drain characteristics and reliability. The unit weighs but 10½ to 12 oz, depending on the type of battery used. It measures less than 6 in. long by 2½ in. wide and 1⅛ in. deep. This pocket receiver clips onto a user's belt or fits easily into a shirt or coat pocket. It is available for operation in either the 25-54 mc or 144-174 mc frequency bands. *Motorola Communications & Industrial Electronics, Inc., Dept. RA, 4501 W. Augusta Blvd., Chicago 51.*



Rubber-Tired Ditcher

A highly mobile rubber-tired ditcher is available for narrow trenching for telephone and other communications systems. Designed to dig a maximum of 40 in. deep, the Model 702A may be equipped with either a chisel-tooth bucket line digging either 3 or 5 in. wide, or a hook-tooth line digging 3½ or 5 in. wide. Greater horsepower and a reduced bucket line speed permit digging through tougher materials.

For improved control while digging, the drive wheel brakes have been increased in area by 300 per cent, and the brake control levers have been redesigned to give a finer degree of control, similar to the gradual pressure control of an automobile foot-brake. Higher over-the-road towing speeds are now possible.

Optional accessories include a follow-up scraper to insure a cleaner trench with a minimum of handwork; and dual caster wheels that increase stability and permit the 702A trencher to straddle previously cut trench. *Barber-Greene Company, Dept. RA, 400 N. Highland Ave., Aurora, Ill.*

Local Battery Telephone

A new local battery version of the type 83 telephone, for mounting on any vertical surface, is equipped with a pushbutton handset and modified for railroad use.

For maximum ease of use, the "press-to-talk, release-to-listen," nonlocking pushbutton is conveniently located on the side of the handset near the receiver end where the user's thumb normally rests. Holding the button down puts a resistance in series with the receiver, to reduce battery drain without cutting the receiver out of the circuit; releasing the button opens the transmitter circuit, prolonging battery life.

The type 83 railroad telephone can be mounted easily on any vertical surface—side of desk, column, wall—and requires only 7 in. by 3¼ in. of mounting surface. For those applications in which audible signaling is required, a compact ringer box, which can be mounted out of sight and out of the way, is available. Type 83 railroad telephone is manufactured in black, with a retractile cord. *Automatic Electric Co., Dept. RA, Northlake, Ill.*

PENNSYLVANIA RAILROAD USES BENDIX FUEL INJECTION FOR DEPENDABLE ENGINE OPERATION

One of the important services of the Pennsylvania Railroad is to supply the finest direct line transportation in the most densely populated and richest markets in America. This railroad operates in thirteen states and the District of Columbia supplying industry and transporting thousands of passengers every day.

"Pennsy" knows the value of efficient diesel engine operation. That is why Baldwin diesel locomotives, equipped with Bendix* Fuel Injection Equipment, are used by the Pennsylvania Railroad in all types of service from yard switchers to streamlined passenger trains.

In order to continue its reputation of providing superior service to industry and to public transportation, Pennsylvania Railroad requires the best of diesel locomotives and diesel engine components such as Bendix Fuel Injection Equipment—for Bendix meets the highest standards for exceptional performance.

*TRADEMARK

SCINTILLA DIVISION OF
BENDIX AVIATION CORPORATION, SIDNEY, N. Y.
Export Sales and Service: Bendix International Division,
205 East 42nd St., New York 17, N. Y.

Scintilla Division
SIDNEY, N. Y.

Bendix
AVIATION CORPORATION

REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands; i.e., with last three digits omitted)

MONTH OF NOVEMBER AND ELEVEN MONTHS OF CALENDAR YEAR 1958

Name of Road		Average mileage operated during period	Operating Revenues: Freight	Operating Revenues: Pass.	Operating Revenues: Total (inc. misc.) 1958	Operating Revenues: Total (inc. misc.) 1957	Operating Expenses: Maint. Way and Structures: Total 1958	Maint. Way and Structures: Total 1957	Maint. Way and Structures: Deprec. and Retirements	Operating Expenses: Maint. Equipment: Total 1958	Maint. Equipment: Total 1957	Maint. Equipment: Deprec. and Retirements	Traffic	Transportation	Total 1958	Total 1957	Operating ratio 1958	Operating ratio 1957	Net from railway operation	Railway tax accruals	Net Railway operating income 1958	Net Railway operating income 1957
Akron, Canton & Youngstown	Nov.	171	417		428	489	55	59	6	63	68	15	40	147	348	374	81.4	76.4	79	48	17	8
	11 mos.	171	4,620		4,732	6,047	578	793	60	712	792	163	433	1,592	3,833	4,412	81.0	73.0	900	499	186	467
Alabama, Tenn. & Northern	Nov.	214	287		319	354	50	49	6	7	16	6	4	85	150	167	46.9	47.2	169	8	77	99
	11 mos.	214	2,794		2,854	3,627	545	542	64	229	178	62	45	952	1,814	1,773	63.6	48.9	1,040	124	266	490
Atchison, Topeka & Santa Fe	Nov.	13,081	44,280	2,683	51,531	49,355	6,976	6,525	852	9,083	10,552	2,358	1,258	18,647	38,256	39,258	74.2	79.5	13,275	6,832	5,697	4,217
	11 mos.	13,112	453,525	35,624	537,481	555,840	67,798	82,197	8,928	103,986	116,038	25,601	14,329	190,984	402,746	432,587	74.9	77.8	134,735	73,854	56,102	51,000
Atlanta & St. Andrews Bay	Nov.	81	349		357	396	30	47	4	30	35	8	7	75	163	182	45.8	46.1	194	82	74	83
	11 mos.	81	3,854		3,897	4,213	368	461	38	326	331	82	77	782	1,790	1,861	45.9	44.2	2,108	979	748	860
Atlanta & West Point	Nov.	93	227	25	304	322	39	42	7	47	68	14	17	138	261	301	85.8	93.3	43	18	3	—14
	11 mos.	93	2,498	258	3,344	3,498	408	481	75	566	677	157	186	1,604	2,996	3,209	89.6	91.7	348	200	—97	—40
Western Ry. of Alabama	Nov.	133	250	23	311	349	44	52	9	52	69	19	20	129	267	308	85.7	88.3	45	13	34	19
	11 mos.	133	2,919	238	3,574	3,712	489	566	94	609	724	211	215	1,476	3,022	3,277	84.6	88.3	552	374	219	250
Atlantic Coast Line	Nov.	5,306	10,467	967	12,387	12,859	1,360	1,749	180	2,409	2,889	617	460	4,972	9,827	10,902	79.3	84.8	2,560	1,200	1,093	880
	11 mos.	5,299	112,154	13,441	136,099	149,420	19,510	22,165	2,212	25,853	32,567	7,267	4,986	55,528	113,267	126,158	83.2	84.4	22,832	10,425	7,493	8,685
Charleston & West Carolina	Nov.	343	618		629	584	108	99	8	86	94	29	23	173	410	430	65.3	73.6	218	130	99	81
	11 mos.	343	6,311		6,450	6,534	1,256	1,501	83	939	1,080	319	239	1,887	4,545	4,999	70.5	76.5	1,905	1,180	742	779
Baltimore & Ohio	Nov.	5,935	29,768	1,080	33,265	37,150	3,707	4,481	532	6,656	7,325	1,133	996	13,995	27,256	30,732	81.9	82.7	6,009	1,737	2,500	3,075
	11 mos.	5,939	313,512	13,552	351,688	428,216	36,225	49,258	6,198	61,720	79,987	12,514	10,415	153,763	282,028	343,385	80.2	80.2	69,661	22,065	27,416	36,042
Staten Island Rap. Trans	Nov.	29	188	79	274	289	55	56	12	36	34	2	2	147	274	281	99.9	97.0	---	44	—70	—69
	11 mos.	29	2,202	797	3,104	3,034	611	639	125	404	395	20	22	1,725	3,126	3,146	100.7	103.7	—22	497	—784	—928
Bangor & Aroostook	Nov.	602	867	18	931	1,136	223	253	20	252	265	117	27	325	909	961	97.6	84.6	22	Cr.54	205	198
	11 mos.	602	12,160	249	12,938	14,068	3,096	2,880	213	3,109	2,938	1,256	352	3,777	11,279	11,263	87.2	80.1	1,659	602	2,310	2,719
Bessemer & Lake Erie	Nov.	203	1,903		1,930	1,976	215	279	6	445	664	139	36	450	1,316	1,643	68.2	83.1	613	458	458	299
	11 mos.	206	17,171		17,350	27,803	2,724	2,691	353	5,479	7,394	1,539	456	4,851	15,151	17,758	87.2	63.9	2,218	3,315	2,051	6,815
Boston & Maine	Nov.	1,570	4,953	622	6,325	6,752	771	952	148	920	674	292	143	2,795	5,014	5,453	79.3	80.8	1,310	282	574	209
	11 mos.	1,570	54,367	7,958	70,425	78,915	9,846	11,033	1,656	9,629	9,619	3,226	1,626	32,613	58,128	62,972	82.5	79.8	12,296	5,386	1,425	5,084
C. P. R. Lines in Maine	Nov.	234	378	38	445	365	100	93	15	80	88	17	9	183	389	371	87.4	101.5	56	32	—23	—91
	11 mos.	234	6,027	537	6,865	6,577	1,345	1,295	182	1,020	1,110	191	96	2,083	4,735	5,131	69.0	80.5	2,130	367	1,011	293
Carolina & North Western	Nov.	284	270	----	275	244	39	54	7	28	----	21	6	69	153	157	55.7	64.5	122	29	44	19
	11 mos.	284	2,859	----	2,925	3,273	518	626	75	326	199	220	58	835	1,900	1,886	65.0	57.6	1,025	223	406	551
Central of Georgia	Nov.	1,763	3,297	98	3,621	3,744	486	583	46	679	656	194	169	1,507	3,024	1,082	83.5	82.3	597	189	463	328
	11 mos.	1,763	34,984	1,322	38,855	40,597	6,216	6,041	526	7,190	6,910	2,105	1,861	16,103	33,438	33,007	86.1	81.3	5,417	2,312	3,587	4,580
Central of New Jersey	Nov.	600	3,751	474	4,569	4,863	495	548	131	756	825	177	73	2,146	3,687	3,869	80.7	79.6	882	462	276	340
	11 mos.	602	40,260	5,472	49,440	55,111	5,800	6,374	1,388	8,440	9,718	1,673	806	23,862	41,461	44,148	83.0	80.1	7,979	5,157	705	3,392
Central Vermont	Nov.	375	756	35	884	907	190	166	18	103	110	9	18	701	698	698	79.3	76.9	183	50	—4	23
	11 mos.	377	8,366	587	9,766	10,578	2,843	2,896	210	1,153	1,223	105	202	3,987	8,629	8,950	88.4	84.6	1,137	563	—995	—502
Chesapeake & Ohio	Nov.	5,131	28,818	448	30,817	35,106	3,420	4,230	518	4,965	5,891	1,875	747	10,811	21,573	24,548	70.0	69.9	9,244	3,092	6,317	5,735
	11 mos.	5,131	299,808	5,686	324,543	401,366	34,830	48,137	5,205	53,893	65,646	20,597	8,526	116,355	231,859	272,470	71.4	67.9	92,684	37,071	57,210	71,703
Chicago & Eastern Illinois	Nov.	862	2,564	160	2,911	2,970	371	362	29	514	591	149	140	1,172	2,352	2,586	79.2	86.1	618	138	242	171
	11 mos.	862	28,029	1,870	32,542	34,950	4,091	4,414	339	5,385	5,918	1,649	1,558	13,086	25,982	27,552	79.8	78.8	6,560	2,179	1,853	3,351
Chicago & Illinois Midland	Nov.	121	546	----	564	633	32	38	8	98	117	24	29	144	344	381	61.0	60.1	220	127	99	105
	11 mos.	121	5,374	----	5,582	7,391	424	519	92	1,129	1,198	266	336	1,526	3,882	4,241	69.5	57.4	1,700	932	656	1,369
Chicago & North Western	Nov.	9,289	14,088	1,558	17,161	16,557	2,541	2,988	317	3,168	2,498	979	445	7,598	14,873	15,013	86.7	90.7	2,288	1,377	—12	514
	11 mos.	9,311	164,314	16,087	197,568	201,646	29,645	32,629	4,144	31,883	32,196	10,664	5,820	84,004	163,127	171,296	82.6	85.0	34,433	13,913	8,792	6,258
Chicago, Burl. & Quincy	Nov.	8,692	18,544	1,571	22,184	21,823	2,706	2,771	534	3,810	3,944	1,022	614	8,602	16,710	16,983	75.3	77.8	5,474	2,644	2,132	1,707
	11 mos.	8,734	194,006	18,366	234,433	235,834	30,712	36,515	5,440	41,341	40,953	10,965	6,679	92,095	181,709	187,979	77.5	79.7	52,724	25,118	21,619	19,035
Chicago Great Western	Nov.	1,469	2,489	8	2,693	2,778	476	500	52	360	433	132	118	848	1,878	1,996	69.7	71.9	815	347	314	318
	11 mos.	1,469	29,982	103	32,101	33,981	5,078	5,205	497	4,687	5,159	1,449	1,375	10,273	22,275	23,940	69.4	67.8	9,826	3,507	3,908	4,200
Chic., Milw., St. P. & Pac	Nov.	10,590	16,342	1,049	19,514	19,538	2,844	2,730	436	3,282	3,708	812	510	8,050	15,882	16,462	81.4	84.3	3,632	1,636	1,439	823
	11 mos.	10,590	188,740	13,093	223,856	233,306	35,360	37,909	4,772	38,599	41,621	9,813	5,765	89,849	182,859	191,638	81.7	82.1	40,997	17,513	15,053	14,808
Chicago, R. I. & Pacific	Nov.	7,564	13,855	1,341	16,630	16,364	2,238	2,260	265	3,042	2,906	627	554	6,926	13,694	13,615	82.3	83.2	2,936	1,140	735	618
	11 mos.	7,586	158,751	14,827	189,925	192,934	24,285	27,265	2,702	32,547	32,540	6,884	5,997	74,927	148,095	150,448	78.0	78.3	41,831	17,101	11,920	13,059
Clinchfield	Nov.	293	1,916	----	1,925	2,054	36	212	22	330	396	106	66	475	1,171	1,208	60.8	58.8	754	200	659	870
	11 mos.	293	19,127	3	19,246	21,520	2,526	3,114	239	3,550	4,380	1,132	693	4,736	12,211	13,876	63.4	64.5	7,036	2,226	6,580	7,558
Colorado & Southern	Nov.	716	1,202	63	1,400	1,272	205	139	38	180	192	67	35	567	1,058	1,005	75.6	79.0	341	177	150	120
	11 mos.	716	12,362	759	14,546	14,622	1,960	2,164	220	2,227	2,354	721	381	5,971	11,335	11,560	77.9	79.1	3,212	1,816	1,318	1,130
Ft. Worth & Denver	Nov.	1,362	2,282	125	2,650	2,237	636	317	33	270	266	47	69	599	1,993	1,625	75.2	72.6	657	186	150	148
	11 mos.	1,362	20,195	1,552	24,113	21,237	3,478	3,574	384	3,051	2,865	494	769	9,183	17,812	16,796	73.9	79.1	6,301	2,029	1,627	1,166
Colorado & Wyoming	Nov.	39	170	----	275	292	14	26	2	40	25	12	1	112	183	181	66.4	61.6	92	57	32	38
	11 mos.	39	1,945	----	3,123	4,119	200	202	30	353	442	134	16	1,148	1,991	2,281	60.9	55.3	1,223	747	433	714
Delaware & Hudson	Nov.	764	3,638	112	3,901	4,291	378	579	59	706	770	191	95	1,435	2,895	3,311	74.2	77.2	1,005	586	456	655
	11 mos.	764	39,145	1,495	42,494	51,659	4,915	6,197	740	7,203	8,525	2,000	1,115	16,258	32,499	36,743	76.5	71.1	9,995	5,014	4,174	8,316
Delaware, Lacka. & Western	Nov.	918	4,432	738	5,938	6,802	717	776	168	1,079	1,067	352	199	3,171	5,515	6,036	92.9	88.7	423	648	—311	87
	11 mos.	925	52,594	8,500	70,074	79,204	8,004	8,690	1,936	11,973	11,568	3,892	2,058	36,777	62,954	67,119	89.8	84.7	7,120	7,239	—1,568	3,847
Denver & Rio Grande West	Nov.	2,155	6,161	192	6,544	6,680	553	549	94	955	1,029	313	227	2,114	4,150	4,288	63.4	64.2	2,394	1,114	1,289	1,196
	11 mos.	2,155	65,429	2,712	70,455	79,107	7,829	9,003	1,057	10,318	11,703	3,490	2,516	22,080	46,089	50,252	65.4	63.5	24,367	12,295	12,923	14,849
Detroit & Toledo Shore Line	Nov.	50	593	----	643	691	62	71	4	81	76	24	21	221	400	413	62.2	59.7	243	90	60	68
	11 mos.	50	5,663	----	6,158	7,238	658	791	41	794	871	263	226	2,319	4,185	4,504	68.0	62.2	1,973	660	318	627
Detroit, Toledo & Ironton	Nov.	464	1,752	----	1,831	1,851	205	220	27	401	364	140	56	485	1,236	1,238	67.5	66.8	595	195	467	513
	11 mos.	464	15,282	----	15,956	20,501	2,191	2,770	308	3,875	4,423	1,474	604	4,892	12,578	14,264	78.8	69.6	3,378	1,158	2,324	4,975
Duluth, Mis. & I. R.	Nov.	554	1,553	----	1,887	2,273	399	537	72	645	748	186	12	862	2,153	2,966	114.1	106.9	—266	Cr.121	—177	—230
	11 mos.	560	30,431	10	35,724	57,316	5,254	5,847	1,045	6,888	8,407	1,990	133	11,526	26,488	34,265	74.1	59.8	9,236	5,993	3,072	9,589
Duluth, So. Shore & Atl	Nov.	544	476	2	503	496	91	106	10	99	96	26	30	181	426	475	84.7	95.8	77	29	40	—2
	11 mos.	544	5,722	25	6,094	7,932	1,154	1,459	115	1,112	1,495	288	351	2,262	5,163	6,205	84.7	88.2	930	356	486	247

REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands; i.e., with last three digits omitted)

MONTH OF NOVEMBER AND ELEVEN MONTHS OF CALENDAR YEAR 1958

Name of Road		Average mileage operated during period	Operating Revenues: Freight	Pass.	Total (inc. misc.) 1958	1957	Operating Expenses: Maint. Way and Structures: Total 1958	Total 1957	Deprec. and Retirements	Maint. Equipment: Total 1958	Total 1957	Deprec. and Retirements	Traffic	Transportation	Total 1958	Total 1957	Operating ratio 1958	1957	Net from railway operation	Railway tax accruals	Net Railway operating income 1958	1957
Duluth, Winnipeg & Pacific	Nov.	175	555		563	506	73	80	6	53	52	1	7	201	344	332	61.0	65.6	219	43	88	54
	11 mos.	175	5,554	9	5,627	5,667	929	959	57	644	642	13	78	1,986	3,746	3,758	66.3	66.3	1,883	453	511	476
Elgin, Joliet & Eastern	Nov.	236	3,227		4,270	4,592	240	251	29	998	1,023	126	40	1,445	2,641	3,328	61.9	72.5	1,629	927	565	375
	11 mos.	236	29,879		39,192	52,963	2,897	3,266	309	9,747	10,528	1,338	474	14,635	31,204	36,682	79.6	69.3	7,988	4,998	1,912	4,332
Erie	Nov.	2,207	11,225	513	12,753	14,138	1,158	1,278	243	1,946	2,173	521	346	6,124	10,284	11,052	80.6	78.2	2,469	1,061	758	1,238
	11 mos.	2,207	121,175	6,048	139,007	159,785	15,327	18,816	2,463	21,618	24,838	6,019	3,975	67,082	116,350	129,866	83.7	81.3	22,657	12,110	1,843	10,597
Florida East Coast	Nov.	571	2,405	268	2,901	3,222	479	524	81	612	544	117	85	1,120	2,437	2,404	84.0	74.6	464	165	49	403
	11 mos.	571	24,623	4,114	31,246	35,487	4,535	5,353	848	5,987	6,378	1,278	954	12,117	25,321	27,726	81.0	78.1	5,923	2,205	1,194	2,478
Georgia Railroad	Nov.	321	626	16	727	654	90	108	8	116	129	35	41	308	590	623	81.1	95.3	137	35	121	27
	11 mos.	321	6,126	168	7,206	7,676	955	1,313	89	1,205	1,470	380	438	3,246	6,264	7,053	86.9	91.9	941	396	783	668
Georgia & Florida	Nov.	332	290		296	278	68	69	8	44	43	8	23	80	234	234	79.3	84.3	61	16	25	7
	11 mos.	332	2,964		3,026	3,102	761	768	43	404	424	88	248	897	2,509	2,605	82.9	84.0	516	179	103	89
Grand Trunk Western	Nov.	951	3,667	206	4,331	4,497	646	596	66	836	890	189	89	2,335	4,122	4,275	95.2	95.1	209	368	692	662
	11 mos.	951	41,037	2,389	47,569	53,397	7,802	7,394	670	9,274	10,081	1,035	1,009	25,052	45,567	48,352	95.8	90.6	2,002	3,949	7,839	4,839
Great Northern	Nov.	8,293	19,254	740	21,357	20,676	3,027	3,850	449	3,816	3,478	862	521	7,347	15,686	16,821	73.4	81.4	5,671	2,885	2,720	1,816
	11 mos.	8,280	206,928	8,921	231,739	256,465	35,656	47,123	3,627	41,816	43,627	9,256	5,942	80,638	175,330	195,866	75.7	76.4	56,410	30,261	23,818	23,545
Green Bay & Western	Nov.	219	335		344	387	25	76	4	39	62	9	25	112	223	310	64.8	80.1	121	61	36	8
	11 mos.	221	4,084		4,202	4,287	775	736	50	532	578	100	273	1,320	3,170	3,135	75.4	73.1	1,033	465	267	269
Gulf, Mobile & Ohio	Nov.	2,752	6,160	219	6,812	6,890	980	971	81	1,181	1,398	303	312	2,348	5,197	5,383	76.3	78.1	1,614	746	453	393
	11 mos.	2,752	65,709	2,856	73,371	78,149	10,371	11,855	875	14,449	16,160	3,284	3,316	25,737	58,049	61,900	79.1	79.2	15,322	6,328	4,775	4,605
Illinois Central	Nov.	6,497	19,142	1,684	22,802	23,242	3,108	3,199	400	3,430	3,886	585	648	8,815	17,127	18,005	75.1	77.5	5,674	2,574	2,324	2,099
	11 mos.	6,497	199,293	19,074	241,198	266,126	33,463	41,567	4,575	43,129	49,535	9,762	6,813	94,834	190,334	210,208	78.9	79.0	50,864	25,764	19,696	18,149
Illinois Terminal	Nov.	334	776		918	1,025	83	109	14	154	214	31	49	344	690	824	75.1	80.4	228	92	87	38
	11 mos.	336	9,269	131	10,970	11,749	1,245	1,404	139	1,670	2,356	338	537	3,945	8,068	9,250	73.5	78.7	2,902	1,036	942	736
Kansas City Southern	Nov.	891	3,251	61	3,663	3,669	284	320	65	440	470	106	90	1,133	2,074	2,156	56.6	58.8	1,589	680	749	638
	11 mos.	891	34,397	815	38,890	41,482	2,958	3,536	543	5,115	5,270	1,166	1,041	12,227	22,773	24,057	58.6	58.0	16,117	7,001	7,027	7,326
Kansas, Oklahoma & Gulf	Nov.	327	392		393	393	52	61	7	39	35	12	37	88	241	242	61.3	61.5	152	67	44	72
	11 mos.	327	4,724		4,738	4,560	703	711	78	508	362	130	345	1,016	2,666	2,726	56.3	59.8	2,072	870	808	707
Lake Superior & Ishpeming	Nov.	160	328		398	311	43	77	11	71	69	21	2	99	240	296	60.3	95.2	158	46	122	9
	11 mos.	160	3,376		4,100	5,584	622	716	125	711	818	232	23	1,001	2,593	3,069	63.2	58.3	1,507	871	775	1,255
Lehigh & Hudson River	Nov.	96	281		281	345	32	39	3	36	69	8	16	105	205	256	73.1	74.1	76	32	8	14
	11 mos.	96	2,977		2,982	3,549	374	424	27	405	481	91	195	1,167	2,302	2,448	77.2	69.0	680	263	2	205
Lehigh & New England	Nov.	177	579		583	640	69	87	7	130	209	52	22	219	486	592	83.3	92.4	97	63	181	133
	11 mos.	177	6,140		6,206	7,236	743	901	74	1,479	2,033	566	258	2,417	5,418	6,152	82.3	85.0	788	416	1,682	1,757
Lehigh Valley	Nov.	1,129	3,997	200	4,503	5,233	522	738	97	941	752	214	146	2,149	4,286	4,599	94.1	96.2	217	433	446	67
	11 mos.	1,130	47,213	2,438	52,888	62,634	6,615	8,100	1,084	9,512	11,223	2,257	1,599	27,688	48,045	53,796	90.8	85.9	4,843	4,824	3,092	1,628
Long Island	Nov.	350	1,030	4,240	5,463	5,345	802	741	144	988	1,026	168	33	2,868	4,906	4,837	89.8	90.5	557	329	13	113
	11 mos.	350	11,776	48,353	62,307	61,055	8,727	8,421	1,134	11,889	11,620	1,850	359	31,226	54,380	52,456	87.3	85.9	7,927	3,800	1,808	2,994
Louisiana & Arkansas	Nov.	746	1,840	40	1,991	2,190	182	202	34	234	250	98	75	657	1,224	1,293	61.5	59.0	767	324	326	363
	11 mos.	746	20,557	458	22,176	24,279	2,012	2,403	292	3,131	3,430	1,075	857	7,366	14,225	15,115	68.1	62.3	7,951	3,699	2,914	3,654
Louisville & Nashville	Nov.	5,697	17,149	631	19,251	19,471	2,697	3,214	395	4,112	4,430	1,105	487	7,506	15,787	17,421	82.0	89.5	3,463	2,589	1,665	1,073
	11 mos.	5,697	183,372	7,770	206,510	224,541	29,693	33,877	3,415	42,819	49,289	11,760	5,419	83,392	171,806	187,297	83.2	83.4	34,704	26,149	17,968	21,431
Maine Central	Nov.	944	1,727	57	1,910	2,063	331	341	34	332	373	84	28	783	1,588	1,645	83.1	79.7	322	149	148	162
	11 mos.	944	20,709	778	22,925	24,820	4,144	4,731	317	4,089	4,449	925	299	8,876	18,686	19,963	81.5	80.4	4,239	1,971	1,575	1,888
Minneapolis & St. Louis	Nov.	1,391	1,618	1	1,689	1,850	277	281	34	326	300	101	109	598	1,463	1,440	86.6	77.8	226	105	146	145
	11 mos.	1,391	19,938	36	20,702	21,019	3,149	3,959	354	3,309	3,195	992	1,227	6,965	16,104	15,854	77.5	75.4	4,598	2,508	1,844	1,915
Minn., North. & Southern	Nov.	77	370		394	359	24	33	4	39	35	13	32	84	213	212	54.0	59.1	181	89	75	47
	11 mos.	77	3,991		4,220	4,400	257	669	27	425	376	140	331	937	2,336	2,628	55.4	59.7	1,884	986	727	652
Minn., St. P. & S. S. Marie	Nov.	3,222	3,149	35	3,392	3,577	688	823	48	597	617	139	101	1,374	2,950	3,225	87.0	90.2	442	238	166	120
	11 mos.	3,222	36,875	696	39,867	43,926	7,227	9,506	533	6,998	7,553	1,516	1,158	15,240	32,814	35,889	82.3	81.7	7,053	3,316	3,104	2,793
Missouri-Illinois	Nov.	172	451		454	434	52	52	7	64	73	37	13	118	259	278	57.2	64.2	194	137	104	78
	11 mos.	172	4,489		4,522	5,544	707	593	33	930	896	409	144	1,287	3,203	3,112	70.8	56.1	1,319	1,005	786	1,222
M.-K.-T. Lines	Nov.	2,919	4,283	86	4,845	4,399	432	674	87	1,044	870	261	187	1,650	3,537	3,853	73.0	87.6	1,309	296	418	215
	11 mos.	3,000	49,428	1,163	55,960	61,577	5,809	10,314	969	10,866	10,980	2,840	2,107	20,259	41,805	50,065	74.7	81.3	14,154	3,791	4,136	2,339
Missouri Pacific	Nov.	9,515	21,486	788	24,654	22,880	3,405	3,783	287	3,783	3,676	1,076	663	9,643	18,447	18,385	74.8	80.0	6,207	1,905	3,138	2,453
	11 mos.	9,542	231,913	9,522	266,197	274,204	38,937	42,208	3,391	45,068	47,433	11,638	7,438	102,234	204,712	210,439	76.9	76.7	61,485	18,881	30,583	32,808
Monon	Nov.	541	1,533	49	1,722	1,823	269	236	20	279	318	78	57	693	1,331	1,463	83.1	80.2	291	103	119	125
	11 mos.	541	16,355	564	18,301	20,418	2,655	2,973	247	3,114	3,432	860	1,086	7,544	15,443	16,910	84.4	82.8	2,858	1,015	1,014	1,164
Monongahela	Nov.	177	381		384	475	64	80	13	50	60	11	1	129	256	339	66.7	71.3	128	22	225	21
	11 mos.	177	4,181		4,213	5,740	725	844	134	597	704	122	11	1,702	3,182	3,873	75.5	67.5	1,031	265	218	21
New York Central	Nov.	10,498	41,645	6,078	56,432	58,206	5,810	7,292	1,213	9,700	10,375	2,468	1,029	27,383	46,766	51,064	82.9	87.7	9,666	4,913	3,632	262
	11 mos.	10,517	441,150	69,752	595,742	681,927	64,279	84,817	13,300	105,500	119,350	27,567	11,369	295,819	509,199	574,729	85.5	84.3	86,543	59,581	7,710	28,204
Pitts. & Lake Erie	Nov.	221	2,303	44	2,492	2,816	238	370	61	920	1,144	312	59	1,096	2,511	2,973	100.8	105.5	19	327	726	505
	11 mos.	221	26,718	439	28,447	40,454	4,385	5,882	491	10,938	11,723	3,337	800	11,537	29,058	35,255	102.1	87.1	611	3,056	6,704	8,934
New York, Chic. & St. L.	Nov.	2,379	11,772	131	12,393	13,667	1,204	1,590	129	1,798	2,388	466	345	4,521	8,322	9,992	67.1	73.1	4,071	2,003	1,675	1,474
	11 mos.	2,379	122,514	1,483	128,740	160,001	14,209	18,421	1,987	20,764	27,181	4,961	3,895	50,167	94,244	113,715	73.2	71.1	34,496	15,778	13,611	18,326
New York, N. H. & Hart.	Nov.	1,762	6,540	4,121	12,327	13,480	1,358	1,671	292	1,778	2,310	480	210	5,796	10,026	11,552	81.3	85.7	2,301	960	59	669
	11 mos.	1,762	72,085	45,742	135,524	150,633	16,360	17,858	3,250	20,964	24,504	5,367	2,417	64,875	114,491	123,138	84.5	81.7	21,033	9,912	3,801	1,234
New York Connecting	Nov.	21	386		407	306	68	103	25	13	15			81	166	198	40.7	64.9	241	88	131	16
	11 mos.	21	3,389		3,630	3,478	1,208	1,148	279	170	181			952	2,370	2,305	65.3	66.3	1,259	985	61	130
New York, Sus. & West.	Nov.	106	331	18	362	387	35	20	6	52	58	11	6	186	308	323	85.1	83.5	54	30	18	14
	11 mos.	112	3,431	289	3,860	4,688	433	451	66	591	635	124	71	1,998	3,410	3,806	88.4	81.2	459	335	336	11

(Continued on page 50)

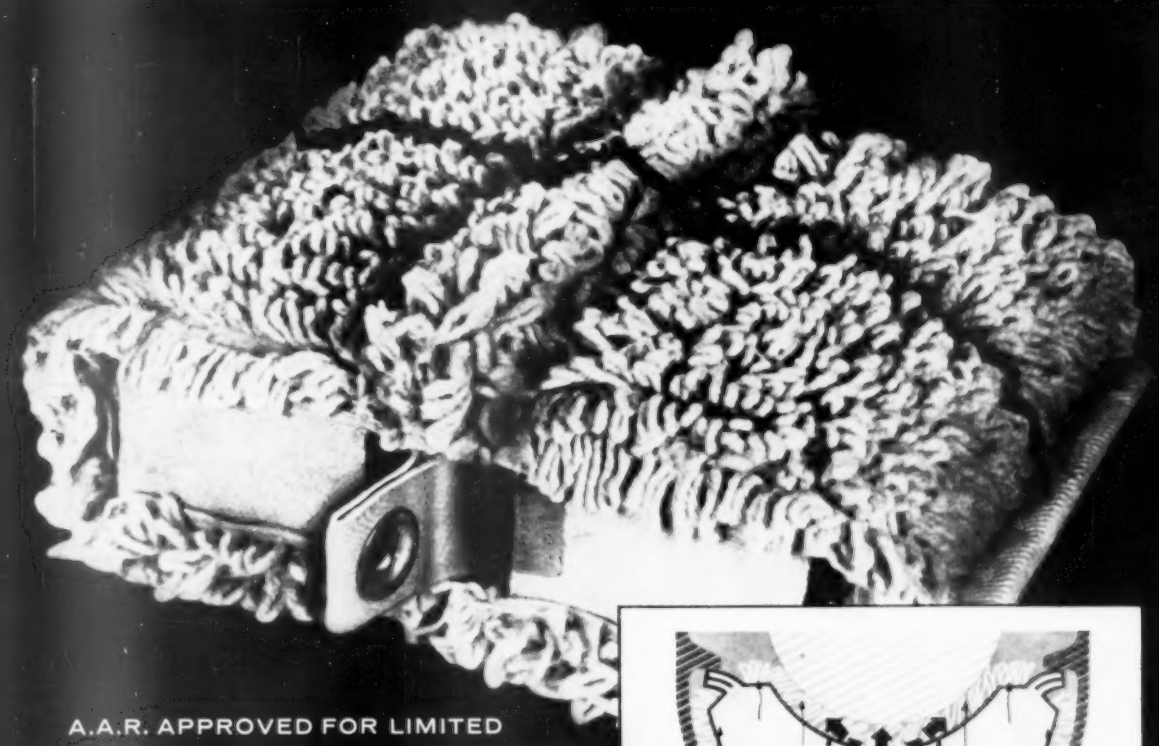
a RAILWAY AGE Service Page

REVENUES AND EXPENSES OF RAILWAYS

(Dollar figures are stated in thousands: i.e., with last three digits omitted)

MONTH OF NOVEMBER AND ELEVEN MONTHS OF CALENDAR YEAR 1958

Name of Road		Average mileage operated during period	Operating Revenues: Freight	Operating Revenues: Pass.	Operating Revenues: Total (inc. misc.) 1958	Operating Revenues: Total (inc. misc.) 1957	Operating Expenses: Maint. Way and Structures: Total 1958	Maint. Way and Structures: Total 1957	Maint. Way and Structures: Deprec. and Retirements	Maint. Equipment: Total 1958	Maint. Equipment: Total 1957	Maint. Equipment: Deprec. and Retirements	Traffic	Transportation	Total 1958	Total 1957	Operating ratio 1958	Operating ratio 1957	Net from railway operation	Railway tax accruals	Net Railway operating income 1958	Net Railway operating income 1957
Norfolk & Western	Nov.	2,138	15,525	262	16,642	19,079	1,376	2,432	301	2,339	4,105	1,034	340	4,873	9,588	13,559	57.6	71.1	7,054	3,189	4,804	3,461
	11 mos.	2,133	174,715	2,586	186,580	233,515	22,907	30,823	3,594	34,200	45,542	11,312	3,891	55,457	124,183	157,274	66.6	67.4	62,398	31,747	37,466	41,444
Norfolk Southern	Nov.	604	794	-	809	768	207	215	15	114	132	32	51	265	692	709	85.6	92.3	117	35	55	7
	11 mos.	604	8,354	-	8,519	9,777	2,995	2,298	175	1,358	1,460	363	537	2,800	7,404	7,981	86.9	81.6	1,115	608	165	649
Northern Pacific	Nov.	6,828	13,281	446	14,767	14,569	2,261	2,253	590	2,897	3,166	750	399	6,000	12,441	12,532	84.2	86.0	2,326	1,519	1,256	1,406
	11 mos.	6,828	147,544	5,496	164,518	170,261	22,959	25,941	3,554	30,352	31,578	7,940	4,373	63,592	130,454	139,037	79.3	81.7	34,064	21,278	15,955	16,419
Northwestern Pacific	Nov.	328	904	4	919	890	208	233	[illegible]21	[illegible]70	83	3	9	303	616	670	67.0	75.3	303	102	40	-16
	11 mos.	329	10,980	35	11,135	11,347	2,690	2,681	215	881	1,021	28	87	3,576	7,523	7,788	67.6	68.6	3,612	1,176	574	569
Pacific Electric	Nov.	358	843	-	981	1,057	174	194	25	60	67	3	22	460	817	940	83.3	89.0	164	127	-100	-109
	11 mos.	361	10,133	-	11,673	13,530	1,845	2,065	268	586	719	38	217	5,565	9,425	10,830	80.7	80.0	2,248	1,222	-267	-33
Pennsylvania	Nov.	9,940	56,376	8,952	74,779	76,831	6,596	8,949	1,445	13,551	16,905	3,021	1,186	33,593	59,143	68,348	79.1	89.0	15,636	5,353	4,901	1,198
	11 mos.	9,943	585,069	97,375	773,337	916,264	82,364	106,531	15,574	150,295	189,957	32,783	13,242	365,797	656,457	773,029	84.9	84.4	116,879	57,597	10,967	44,837
Penn.-Reading S. S. Lines	Nov.	358	532	56	606	688	175	213	24	127	115	27	8	469	837	866	138.0	125.8	-231	677	475	-374
	11 mos.	358	6,094	1,206	7,536	8,720	2,203	2,425	291	1,353	1,291	294	105	5,344	9,548	9,942	126.7	114.0	-2,013	744	-4,494	-3,958
Piedmont & Northern	Nov.	126	484	-	493	520	50	44	10	32	33	9	29	85	227	227	46.1	43.7	266	123	93	98
	11 mos.	126	4,619	-	4,726	4,909	540	507	85	317	347	100	312	907	2,436	2,446	51.5	49.8	2,290	1,095	712	747
Pittsburgh & West Virginia	Nov.	132	678	-	679	736	139	123	25	159	141	46	83	227	467	597	98.3	81.2	12	Cr 19	40	100
	11 mos.	132	7,276	-	7,348	9,163	1,497	1,369	280	1,649	1,495	511	848	2,420	7,048	6,685	95.9	73.0	300	Cr 84	430	1,419
Reading	Nov.	1,303	8,935	515	9,114	10,921	939	1,497	188	1,686	2,111	491	181	3,818	7,098	8,842	77.9	81.0	2,015	655	1,143	1,389
	11 mos.	1,303	84,954	5,876	97,315	125,786	12,723	17,517	2,143	17,528	24,065	5,319	2,697	44,060	81,562	100,387	83.8	79.8	15,753	3,992	8,479	14,901
Richmond, Fred. & Potomac	Nov.	118	1,263	336	1,925	2,102	153	175	37	266	327	67	26	694	1,284	1,418	66.7	67.4	641	368	181	197
	11 mos.	118	13,532	4,592	21,929	24,697	1,775	2,495	305	3,072	3,618	742	331	7,887	14,711	16,408	67.1	66.4	7,218	3,871	2,393	2,806
Rutland	Nov.	391	326	-	350	388	74	75	8	56	65	18	30	154	342	351	97.7	90.4	8	27	-21	2
	11 mos.	391	3,949	-	4,226	4,709	807	930	91	625	673	194	342	1,727	3,796	4,034	89.8	85.7	430	307	75	245
St. Louis-San Francisco	Nov.	4,577	8,969	243	9,880	9,725	1,503	1,444	219	1,755	1,680	608	356	3,858	7,942	7,861	80.4	80.8	1,938	638	1,165	888
	11 mos.	4,587	93,615	2,863	104,120	110,747	14,886	15,228	1,813	17,763	18,465	6,709	3,765	41,937	84,802	89,399	81.4	80.7	19,318	6,849	11,166	10,580
St. Louis S. F. & Texas	Nov.	143	415	2	442	364	40	28	4	24	25	1	23	143	243	241	55.0	66.0	199	53	99	34
	11 mos.	143	3,802	26	4,111	4,115	463	418	19	266	320	12	260	1,382	2,752	2,957	67.0	71.9	1,358	394	315	174
St. Louis Southwest Lines	Nov.	1,556	4,962	6	5,060	5,180	488	763	78	494	561	186	197	1,735	3,083	3,465	60.9	66.9	1,977	911	838	777
	11 mos.	1,557	53,855	84	55,033	60,604	7,505	7,801	832	7,358	8,041	2,025	2,090	18,128	37,017	38,772	67.3	64.0	18,016	7,395	8,393	8,873
Savannah & Atlanta	Nov.	144	334	-	349	337	59	59	2	57	58	19	16	104	250	246	71.5	73.1	100	36	61	57
	11 mos.	144	3,406	2	3,541	3,723	645	764	18	634	617	212	176	1,118	2,709	2,800	76.5	75.2	831	294	499	582
Seaboard Air Line	Nov.	4,146	11,260	875	13,116	13,704	1,654	1,696	236	2,557	2,655	707	436	4,510	10,126	10,172	77.2	75.7	2,998	1,236	1,618	1,710
	11 mos.	4,130	118,707	11,428	140,469	150,624	19,875	20,877	2,385	28,098	28,229	7,662	4,884	51,898	112,179	113,729	79.9	75.5	28,290	10,403	16,392	19,498
Southern Railway	Nov.	6,273	20,139	789	22,749	22,985	3,322	3,349	456	4,021	3,116	949	474	6,732	15,669	15,295	68.9	66.5	7,080	3,166	3,428	3,774
	11 mos.	6,273	204,719	10,217	232,538	244,647	34,279	34,154	3,548	40,127	43,699	10,363	5,306	76,775	169,864	176,053	73.0	72.0	62,674	24,245	33,300	36,351
Alabama Great Southern	Nov.	328	1,160	46	1,353	1,464	266	233	44	311	264	81	41	470	1,188	1,142	87.9	78.0	164	Cr 159	330	229
	11 mos.	328	12,421	484	14,346	16,675	2,748	2,959	392	3,521	3,569	888	454	5,161	12,258	13,903	89.6	82.8	1,489	631	713	1,531
Cinn., N. O. & Tex. Pac.	Nov.	337	2,765	68	3,049	3,393	645	575	72	747	518	219	83	886	2,489	2,230	81.6	65.7	560	47	693	761
	11 mos.	337	29,893	1,011	33,062	38,157	6,670	6,318	801	7,483	7,439	2,353	915	9,480	26,695	26,817	80.7	70.3	6,366	2,758	4,971	7,194
Georgia Southern & Fla.	Nov.	397	869	22	967	993	29	36	10	85	63	11	21	285	478	427	49.1	43.0	492	36	233	361
	11 mos.	397	7,592	437	8,781	8,718	1,524	1,919	179	881	894	117	240	2,987	6,281	6,768	71.5	77.6	2,500	119	30	-246
New Orleans & Northeastern	Nov.	203	929	29	1,044	1,050	231	136	22	205	93	77	24	265	795	555	76.1	52.9	249	107	185	212
	11 mos.	203	9,403	352	10,543	11,623	2,114	2,152	233	2,173	1,705	763	271	2,798	8,066	7,615	76.5	65.5	2,477	1,286	1,299	1,521
Southern Pacific	Nov.	8,082	36,823	1,889	41,186	41,033	5,368	5,636	708	9,774	8,969	2,368	766	16,612	34,594	34,135	84.0	83.2	6,592	2,791	3,094	3,629
	11 mos.	8,088	416,370	25,789	469,330	481,250	58,127	60,179	6,670	104,454	106,633	26,285	8,857	183,803	378,677	392,703	80.7	81.6	90,653	41,433	42,185	41,560
Texas & New Orleans	Nov.	4,218	10,215	244	11,047	10,987	1,612	1,863	117	1,670	1,533	196	248	3,872	7,997	8,379	72.4	76.3	3,050	1,214	841	878
	11 mos.	4,265	113,373	3,260	125,738	127,765	20,373	21,532	2,427	17,614	16,614	2,037	2,798	45,452	92,742	95,952	75.0	74.4	30,996	12,150	6,858	7,882
Spokane International	Nov.	150	211	-	222	289	30	2	3	26	26	10	5	64	135	126	60.9	43.4	87	14	52	53
	11 mos.	150	3,350	-	3,453	3,448	552	580	41	346	335	110	67	880	2,007	2,006	58.1	58.2	1,446	528	636	670
Spokane, Portland & Seattle	Nov.	936	2,338	64	2,566	2,613	403	296	81	439	449	128	30	1,043	2,032	1,845	79.2	70.6	534	178	297	600
	11 mos.	940	26,970	871	29,690	29,344	4,784	4,451	824	5,060	4,909	1,411	370	11,048	22,577	21,937	76.0	74.8	7,113	2,764	3,565	3,736
Tennessee Central	Nov.	286	321	-	338	369	48	66	5	51	63	22	19	113	256	295	78.7	79.8	82	24	20	-5
	11 mos.	286	3,543	6	3,718	4,330	461	785	64	548	712	243	202	1,259	2,771	3,373	74.5	77.9	947	256	261	199
Texas & Pacific	Nov.	1,831	5,476	271	6,315	6,352	792	780	98	1,043	1,001	270	197	2,490	4,878	4,766	77.2	75.0	1,437	538	642	457
	11 mos.	1,831	56,635	3,262	66,245	71,894	8,974	10,116	1,113	11,633	11,998	2,947	2,188	26,660	53,279	55,246	80.4	76.8	12,966	4,827	4,003	5,600
Texas Mexican	Nov.	161	229	-	245	329	55	58	6	36	37	11	12	84	209	208	85.2	63.2	36	17	-2	26
	11 mos.	161	3,129	-	3,411	3,515	656	609	64	379	354	117	133	930	2,348	2,240	68.8	63.7	1,066	461	241	318
Toledo, Peoria & Western	Nov.	239	539	1	586	634	62	63	32	49	66	12	31	157	361	392	65.0	61.8	195	78	60	72
	11 mos.	239	6,624	1	6,814	7,097	850	875	81	581	620	132	549	1,717	4,146	4,306	60.8	60.7	2,669	1,089	885	837
Union Pacific	Nov.	9,748	39,293	1,823	44,214	42,281	3,894	4,802	512	8,143	7,196	1,903	1,142	15,004	30,398	30,325	68.8	71.7	13,816	6,372	5,751	4,418
	11 mos.	9,751	402,945	25,288	460,596	474,863	58,085	61,605	6,991	84,796	86,683	20,677	12,946	158,166	338,822	348,885	73.5	73.5	122,274	62,808	40,640	37,689
Virginian	Nov.	608	3,978	-	4,153	4,848	441	657	50	656	792	285	58	827	2,098	2,578	50.5	53.2	2,055	1,032	1,298	1,522
	11 mos.	608	43,759	-	45,687	60,196	6,940	6,415	693	7,250	7,778	3,106	646	9,064	25,272	26,868	50.9	44.6	22,415	11,433	12,795	18,268
Wabash	Nov.	2,392	8,366	389	9,667	10,046	1,073	1,221	124	1,454	1,422	447	350	4,556	7,802	8,945	80.1	80.1	1,786	602	507	1,020
	11 mos.	2,392	89,295	4,229	102,737	114,739	11,925	13,405	1,103	15,864	16,529	4,935	3,830	47,674	84,181	89,158	81.9	77.7	18,555	5,492	5,373	10,214
Ann Arbor	Nov.	294	691	1	702	783	77	81	7	138	171	44	33	348	617	692	87.9	88.3	85	32	41	26
	11 mos.	294	7,852	3	8,032	8,776	884	1,040	73	1,659	1,844	469	354	3,890	7,049	7,512	87.8	85.6	983	504	324	425
Western Maryland	Nov.	844	3,986	-	4,076	4,388	461	607	46	803	858	283	120	1,296	2,896	3,174	71.0	72.3	1,180	723	925	1,008
	11 mos.	844	39,688	-	41,609	50,853	5,627	6,690	624	8,387	8,949	3,064	1,296	13,673	31,395	35,315	75.5	69.4	10,215	4,763	8,353	11,383
Western Pacific	Nov.	1,190	4,198	130	4,421	4,068	545	643	89	624	665	217	252	1,399	3,155	3,218	71.3	79.1	1,266	548	639	402
	11 mos.	1,190	44,274	2,120	47,696	50,628	6,189	8,130	892	7,287	7,113	2,376	2,375	16,635	35,711	37,636	75.0	74.3	11,894	4,172	6,791	6,553
Wisconsin Central	Nov.	1,031	2,286	26	2,483	2,565	310	380	45	416	454	108	92	1,162	2,124	2,278	85.6	88.8	358	186	38	-81
	11 mos.	1,031	27,303	377	29,528	31,874	3,646	5,064	476	4,767	5,091	1,151	1,021	12,661	23,725	25,659	80.3	80.5	5,803	1,999	2,117	2,139



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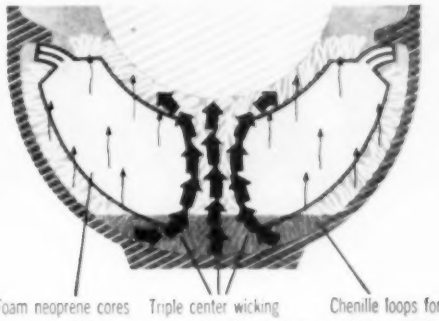
INTERCHANGE SERVICE (3,000 CARS)



Foam neoprene cores have both wicking and pumping action

Triple center wicking action, direct from bottom of box to journal

Chenille loops for resiliency, wicking and distribution

Triple center wicking action feeds an abundant supply of oil to the journal by the most direct path. More oil flows up through the neoprene cores and still more wicks up through the fabric panels, assuring complete saturation of the chenille cover at all times.

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ABSCO

LUBRICATING PAD HAS TRIPLE CENTER WICKING ACTION

The Absco journal lubricating pad is the first and only pad to be engineered and produced with all the advantages and characteristics that critical railroad men prefer!

Positive wicking action. Special twisted loop chenilling distributes steady flow of oil over entire journal. Specially engineered center section provides additional path for direct wicking action at shortest distance between free oil and journal. Foam neoprene cores provide further wicking capacity.

Resilience. Foam neoprene cores, specially compounded for high resilience with great resistance to set. The compressible chenille loops add to overall resilience.

Ease of application. Easily installed. No tools required. Reversible side to side, top to bottom, end for end.

Stability. Sturdy fabric retainers resist shifting, even at low temperatures.

Interchangeability. Absco pads fit standard A.A.R. journal boxes. No modifications necessary.

Ease of renovation. Built to withstand roughest cleaning methods. No delicate or heavy metal parts to break or tear loose.

Non-linting. Thoroughly washed and pre-shrunken cotton wicking material was especially selected for its non-linting characteristics.

Long life. Accelerated life tests indicate durability far in excess of the present renovation interval, even under extreme service conditions.

This impressive combination of features and advantages is exclusive with the Absco lubricating pad.

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MOTORIST'S NIGHTMARE may soon become commonplace on eastern toll roads. Double-bottom rigs are under test on N. Y. Thruway, may spread.

N.Y. Tests Highway 'Trains'

► **The Story at a Glance: Double bottoms—two trailer units pulled by a single tractor—are being tested in a 60-day experiment on New York's Thruway and connecting toll roads. New York, like most other eastern states, does not now permit such combinations on state roads, but the Thruway has the right to set its own size and weight ceilings. Truckers are expected to benefit in reduced ton-mile costs, which, if experiment results in toll-road acceptance of the double-bottom principle, may be reflected in lower competitive rates.**

The new rigs being tested in Thruway operation in effect double the capacity of the basic motor unit. Under New York State law, a combination tractor and semi-trailer may not be more than 50 feet long overall, nor over 65,000 pounds maximum gross weight. For the test, the Thruway, which like most toll roads has the right to set its own regulations, is permitting an over-all length up to 98 feet and a maximum gross weight of 130,000 pounds.

If these limits are made official at the conclusion of the tests, they will be the highest maximums permitted in the United States. Under present law, the Rocky Mountain and Pacific states are the most tolerant of double bottoms. Eleven western states permit double-bottom combinations. Rigs now in operation in the West, though, are generally made up of a tractor, semi-trailer and full trailer combination, with a maximum over-all length of 60 to 65 feet and a maximum gross weight between 70,000 and 80,000 pounds.

In permitting the tests, the Thruway stipulates certain minimum performance standards. A tractor to pull the maximum weight allowance must have a minimum of 325 horsepower (in contrast to the 225 horsepower models now pulling maximum loads). The unit must be able to maintain a minimum speed of at least 20 miles per hour on all grades.

Six motor carriers are participating in the test, using new equipment specially designed for the operation. Seven Thruway terminals have been designated for making up and dismembering the rigs. (When not on the Thruway or a connecting toll road, the units must conform to state regulations limiting size and weight.)

Although for the experiment, carriers have assigned two drivers to the double-bottom unit on the Thruway, the new units should lower ton-mile costs appreciably. Tolls, for example, are 10 cents a mile for the double unit, or 5 cents for each unit as compared with the 6½-cent toll now charged for a single trailer. One traffic expert estimates that the effect might be to reduce the over-the-road cost per trailer mile from about 30 cents to perhaps as low as 17 cents.

The Thruway's consulting engineers are quoted as predicting that "unless new measures are introduced to enable trucking to continue its growth in the face of rising costs and lower tariffs, there will probably be a return of some freight from the highways to the railroads."

Another traffic authority sees the new experiment as an attempt by truckers to overcome the threat to their profits posed by Plan 3 piggyback.

Special Gondolas Required To Have Running Boards

Further expansion of the list of car types which can operate without running boards under Safety Appliance laws appears less likely in the light of two recent ICC actions. Denied was a petition by the Northern Pacific to operate drop-bottom gondolas in logging service with some of the drop doors removed and without running boards through the car body.

Previously, an ICC examiner had recommended that the Commission deny a petition by the Pittsburgh & Lake Erie to exempt its covered gondolas from any requirements that they be equipped with longitudinal and transverse running boards. Both the NP and the P&LE petitions were opposed by the Railway Labor Executives' Association.

Electric Supply Association Votes to Change Its Name

The Railway Electric Supply Manufacturers Association has voted to change its name to the Railway Electrical and Mechanical Supply Association.

In recent years, the Association has been host to the members of the Mechanical Division of the Association of American Railroads, and the Electrical Section, Engineering and Mechanical Divisions, at their annual meetings. On years when the Association has sponsored an exposition, exhibits of electrical materials have been displayed.

The broadened scope of the organization now permits membership of mechanical supply companies. Future expositions will include both electrical and mechanical exhibits of interest to railroad visitors.

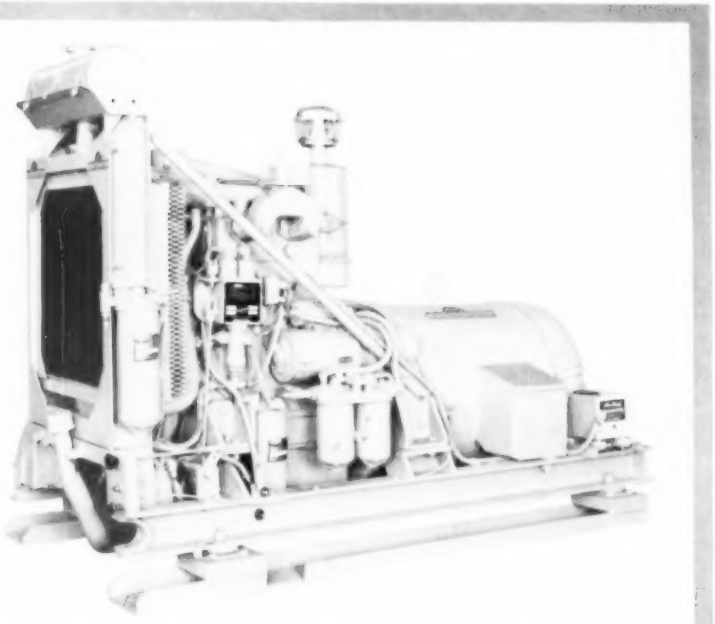
MP's Dearmont Fearful Of 'A Rash of Strikes'

Realistic railroad men must face up to the possibility that "a rash of strikes" may hit the industry this year, Missouri Pacific President Russell Dearmont has told the New York Society of Security Analysts. Mr. Dearmont followed up by suggesting that a mutual-aid plan to assist struck railroads might be helpful.

Mr. Dearmont was hopeful that progressive labor statesmanship "will correct the inequities existing in current labor laws and contracts." But he warned that strikes are conceivable.

He went on to suggest that a possible answer to this might be "working out a mutual-aid agreement following the pattern of the nation's airlines."

SAVE TIME...SHIPMENTS...MONEY!



F-M 1-cyl. Model 45, 13 hp., for light refrigeration systems. F-M 2-cyl. Model 45 (shown), 18 to 32 hp., for medium to high capacity systems.

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Fairbanks-Morse Reefer Diesels

extended operating range...fuel economy...dependability!

Reports from users tell the story: day-in, day-out performance of the new F-M Reefer Units is meeting all expectations. These compact, rugged, uncomplicated Model 45 Diesel Units have the features needed for continuous unattended service.

High capacity cooling system, long range lube oil capacity, ample overload rating...these are some of the reasons why Fairbanks-Morse Reefer Units save time through minimum maintenance; save shipments through foolproof dependability; save money through unsurpassed economy.

Ask for expert assistance in specifying the most efficient power unit for your car program. Call or write the Railroad Division for a trained Sales Engineer. Fairbanks, Morse & Co., 600 South Michigan Ave., Chicago 5, Ill.

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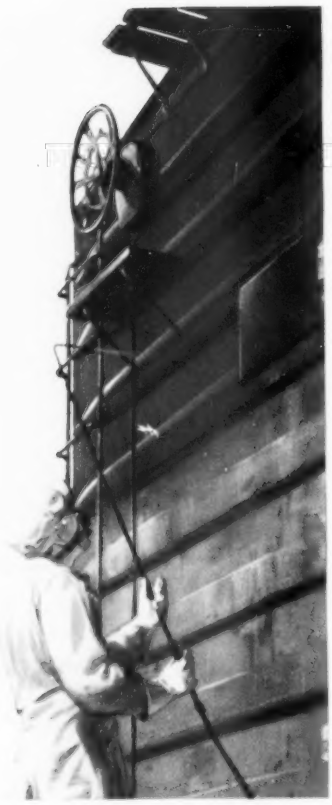

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This one-coat finish is a tough, long-lasting work-horse that saves you money!

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MARKET OUTLOOK *at a glance*

Carloadings Drop 3% Below Previous Week's

Loadings of revenue freight in the week ended Feb. 7 totaled 565,397 cars, the Association of American Railroads announced on Feb. 12. This was a decrease of 17,239 cars, or 3%, compared with the previous week; an increase of 33,001 cars, or 6.2%, compared with the corresponding week last year; and a decrease of 99,854 cars, or 15%, compared with the equivalent 1957 week.

Loadings of revenue freight for the week ended January 31 totaled 582,636 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, January 31

District	1959	1958	1957
Eastern	90,249	87,199	117,847
Allegheny	100,742	100,197	135,203
Pocahontas	50,972	46,070	48,886
Southern	115,885	107,195	115,590
Northwestern	63,885	61,312	71,160
Central Western	112,763	100,696	108,777
Southwestern	48,140	47,863	50,509
Total Western Districts	224,788	209,871	230,446
Total All Roads	582,636	550,532	647,972
Commodities:			
Grain and grain products	55,311	51,784	51,723
Livestock	4,895	4,360	5,401
Coal	117,882	112,410	123,671
Coke	8,752	7,241	13,212
Forest Products	40,248	35,897	35,325
Ore	14,752	14,010	18,946
Merchandise l.c.l.	42,031	46,129	55,543
Miscellaneous	298,765	278,701	344,151
January 31	582,636	550,532	647,972
January 24	555,547*	551,088	665,745
January 17	586,254	572,886	657,269
January 10	550,090	569,807	680,766
January 3	467,699	472,284	561,201
Cumulative total, 5 weeks	2,742,226*	2,716,597	3,212,953

*Revised

PIGGYBACK CARLOADINGS.—U. S. piggyback loadings for the week ended Jan. 31 totaled 7,029 cars, compared with 4,571 for the corresponding 1958 week. Loadings for 1959 up to Jan. 31 totaled 30,830 cars, compared with 21,318 for the corresponding period of 1958.

IN CANADA.—Carloadings for the ten-day period ended Jan. 31 totaled 95,734 cars, compared with 68,315 cars for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
January 31, 1959	95,734	39,025
January 31, 1958	104,146	44,032
Cumulative Totals:		
January 31, 1959	280,780	112,949
January 31, 1958	288,161	125,732

New Equipment

► *Last Week's Orders.*—Orders for new equipment costing some $30,000,000 were reported to Railway Age in the past 7 days. The breakdown:

FREIGHT-TRAIN CARS

► *Cotton Belt.*—Ordered 100 insulated box cars with special loading equipment and Hydra-Cushion underframes.

► *Lake Superior & Ishpeming.*—Ordered 200 70-ton ore cars, costing approximately $9,400 each, from Bethlehem Steel. Delivery: April, May.

► *Rio Grande.*—Ordered 100 50-ton 53½-ft flat cars, costing $9,000 each, from Bethlehem Steel for delivery between March 1 and July 1; 28 70-ton triple covered hoppers, costing $10,875 each, from Pullman-Standard for delivery about March 1; 9 70-ton 85-ft piggyback flats, costing $15,350 each, also from Pullman-Standard with delivery about March 1; and 115 50-ton 50-ft 1-in. insulated box cars with nine-belt car-pack damage-free loaders, costing $14,059 each, from Pacific Car & Foundry for August and September delivery. Rio Grande previously announced that it would spend $3,300,000 for new equipment in 1959 (RA, Jan. 12, p. 27).

► *Rutland.*—Ordered two steel cabooses from International Railway Car. Delivery: August 1959. Price: $18,400 each.

► *Southern Pacific.*—Will acquire 1,400 new freight cars in 1959 as the major part of a $22,000,000 equipment program. One hundred will be 85-ft piggyback flat cars (RA, Oct. 27, p. 79), slated for delivery this month. Also in the order are 500 wide-door box cars, suitable for mechanical loading of freight such as lumber and plywood, due off the assembly lines beginning in April; 800 insulated box cars with special loading equipment and Hydra-Cushion underframes, which will begin arriving in July.

PASSENGER-TRAIN CARS

► *Southern Pacific.*—Is acquiring 50 light-weight passenger cars to be used primarily for mail, baggage and express.

SPECIAL

► *Argentine State Railways.*—Ordered 321 ballast cars from ACF Industries for delivery in July. Of these, 287 will be equipped for broad-gage and 34 for narrow-gage tracks. They will be shipped knocked down and assembled in Argentina. Cost: $3,700,000.

► *Delaware & Hudson.*—Will purchase 34 additional units of maintenance of way machinery at a cost of $346,900. Included are three spot-tampers for $147,000, two tie handling machines for $25,000, two track liners for $28,000, one paint spraying machine for $10,000 and a specially equipped off-track crane for $26,850. Delivery is expected by May 1.

People in the News

BURLINGTON. **Creath D. Fletcher**, city passenger agent, Cleveland, promoted to division passenger agent, Omaha, succeeding **G. F. Bridges**, transferred to St. Joseph, Mo.

Henry W. Ehrich, commercial agent, Clinton, Ia., named to the newly created position of general agent, fuel traffic department, Chicago.

CENTRAL OF GEORGIA. **Ronald L. Coleman**, editorial assistant, appointed editor of the CofGa magazine, "The Right Way," succeeding **Leonard D. Jackson**, resigned.

Julian C. Sipple, assistant general solicitor, promoted to general solicitor, succeeding **George O'Donnell**, who has returned to private practice. **Walter C. Scott**, commercial counsel, appointed general solicitor in charge of commerce.

CHICAGO & NORTH WESTERN. **D. P. Sherman** appointed auditor machine accounting bureau; **W. D. Anderson**, auditor capital expenditures; **R. F. Guenther**, assistant auditor capital expenditures; **R. E. Abbott**, general auditor. **G. R. Carr** named auditor disbursements, succeeding **A. M. Handwerker**, advanced to assistant to comptroller.

V. P. Carlston, **D. J. Fliss** and **N. E. Kraegel** appointed managing auditors, Systems & Procedures Department.

W. E. Freeman and **J. P. Daleno** appointed assistant diesel supervisors, Chicago.

ERIE. **Robert T. Phillips**, general coal freight agent, Cleveland, appointed coal traffic manager there, succeeding **George A. Lamb**, who retired Jan. 31.

Paul W. Johnston, Jr., appointed assistant freight traffic manager of piggyback and less than carload merchandise traffic, New York.

LOUISVILLE & NASHVILLE. **A. Rice King**, general agent, passenger department, Jacksonville, Fla., retired Dec. 31. **John H. Howard**, district passenger agent, Atlanta, Ga., transferred to Jacksonville to assume Mr. King's duties, but will retain his present title.

MISSOURI PACIFIC.—**Raymond T. Kennedy**, general storekeeper, appointed manager of stores, and **W. D. Owens**, assistant to general purchasing agent, named purchasing agent, both at St. Louis, and their former positions abolished.

Weber L. Baker, assistant to claims attorney, St. Louis, appointed assistant claims attorney, Palestine, Tex.

William R. Hanna named assistant general freight agent, Baton Rouge, La., succeeding **Frank W. Nason**, retired.

R. G. Swindler, Jr., trainmaster, DeQuincy, La., transferred to McGehee, Ark., to replace **C. R. Barnes, Jr.**, deceased. **J. H. Wilkins**, assistant trainmaster, Gurdon, Ark., named to succeed Mr. Swindler.

J. D. Hope appointed acting terminal master mechanic, Little Rock Terminal, North Little Rock, Ark., replacing **E. McNabb**.

NEW YORK CENTRAL. **Otto W. Pongrace** has been appointed director of industrial development. He was formerly manager engineering and construction services of the Ford Motor Company. **John H. Hildenbiddle, Jr.**, vice president of Ulrich Manufacturing Company, Roanoke, Ill., appointed director, industrial engineering for the NYC, New York.

Gunther C. Holpp, assistant to secretary, appointed assistant secretary of the NYC, New York. The duties of **Robert W. Carroll**, assistant secretary, have been enlarged to assume charge of the general office, succeeding **Francis A. Grogan**, retired.

Robert C. Karvwatt appointed to the new position of director of communications, with responsibility for the direction and planning of the NYC's physical communications systems and their integration with the various departments.

Thomas H. Burke, assistant to manager, baggage service, Buffalo, appointed supervisor of baggage service there, succeeding **Carl A. Fiesling**, manager baggage service, who retired Jan. 31.

NORFOLK & WESTERN. **John P. Fishwick**, vice president and general counsel, named vice president law, a new position. **Martin P. Burks**, general solicitor, appointed general counsel. **Lucian H. Cocke, Jr.**, general attorney, retired.

John F. Jamison, assistant general claim agent, named general claim agent, succeeding **L. C. Yates**, retired. **G. W. Meredith**, assistant general master mechanic, appointed general superintendent safety, succeeding **D. W. Naff**, superintendent safety, retired.

John Walker Gray, Jr., appointed solicitor in the law department, a new position.

Robert Neal Woodall, vice president, has assumed the title of vice president traffic, succeeding **Flave S. Baird**, who retired Jan. 31.

OBITUARY

F. M. Hicks, chairman and former president of the **Gulf, Mobile & Ohio**, died Feb. 12 at Mobile, Ala.

Herbert S. Bradt, 90, retired assistant controller of the **Union Pacific**, died Feb. 1 at Northern Westchester, N.Y., hospital.

Joseph M. O'Mahoney, 74, who retired in 1952 as secretary of the **New York Central**, died Feb. 3 in Clearwater, Fla., hospital.

Supply Trade

Charles C. Jarchow, president of **American Steel Foundries**, has been elected chairman of the board. **Joseph B. Lanterman**, vice president, has been named president and chief executive officer, succeeding Mr. Jarchow. **Chester E. Grigsby**, vice president and general manager of the Transportation Equipment Division, elected a director, to succeed **Thomas Drever**, retired.

William A. Baldwin, sales manager, **Stran-Steel Corporation**, Detroit, Mich., has been appointed vice president, transportation products sales.

Oliver A. Wallace, sales engineer, **Enterprise Railway Equipment Company**, Chicago, has been promoted to vice president—sales.

John E. Strehle, communications engineer, Communications Products department of **General Electric** at Tampa, Fla., has been appointed Southern Florida district sales manager at Pompano Beach. **Jack Najork** has been placed in charge of the G-E two-way radio office in Chicago. Mr. Najork formerly had similar responsibilities in Southern Illinois.

The Pacific Coast Borax Company Division of **United States Borax & Chemical Corporation** has announced the appointment of **Ralph Wall** to its agricultural sales department in Jackson, Miss., replacing **J. M. Nunn**, recently transferred to the Los Angeles office as a marketing specialist in the agricultural sales department. Mr. Wall will cover Arkansas, Louisiana, and Mississippi.

H. G. MacLeod and **G. H. Booth** have been appointed managers, lamp sales, **Graybar Electric Company**, at Queens Plaza, New York, and Lexington Avenue, New York, respectively.

Harvey N. Stover appointed assistant vice president for industrial sales for **Gould-National Batteries**, Trenton, N.J.

D. W. Zimmerman has been appointed district sales manager of the **Symington-Gould Company**, Division of Symington Wayne Corporation, reporting to the New York office headquarters as in the past.

Dale W. Toms has joined **Dana Corporation**, Toledo, Ohio, as a sales engineer. Mr. Toms was formerly a sales engineer with Mather Spring Company.

J. H. D. Ross, general manager, has been elected president of **Chipman Chemicals Ltd.**, Hamilton, Ont., Canada. **Warren H. Moyer** has been elected chairman of the board.

The Four Wheel Drive Auto Company, Clintonville, Wis., has celebrated its 50th birthday by changing its name to **FWD Corporation**.

Vapor Heating Corporation's Bulletin 486 explains how their extended payment plan for Drum Modulatic boilers can conserve working capital for top-profit uses. The folder points out that since cash is a tool of production that should help earn maximum revenue, it is sound business practice to be financially ready to profit from all opportunities.

OBITUARY

Mervyn H. McCurdy, 61, sales manager of the Southeastern district of **Baldwin-Lima-Hamilton Corp.**, died in North Carolina on Feb. 1 while on a business trip for the firm.

Charles C. Jarchow

Joseph B. Lanterman

William A. Baldwin

Oliver A. Wallace

CAR NEEDS

(Continued from page 13)

May and Philip A. Hollar both linked the car supply issue—along with other railroad improvement expenditures—to the continuing legislative push for changes in the carriers' tax burden. They urged support for establishment of a construction reserve fund plan and a shortening of the maximum life for railroad depreciable property.

"The changeover to diesel power has been nearly completed [but] the railroads have not been able to afford to keep pace in other areas. If the full economic potential of dieselization is to be realized, further improvements are urgently needed in rolling stock, signaling and communications, yards and terminals and track and roadbed. When we reach the point of equalization among all these factors, the full potential in railroad service economy will become apparent. We should then be able to handle any traffic offered at improved efficiency," said Mr. May.

Car supply was the toughest problem shippers and railroad representatives had to debate at this 22nd annual NASAB session, held this year in St. Louis. But there were other problems—among them the hardy perennial, LCL traffic.

H. A. Rice, chairman of NASAB's National LCL Traffic Committee, found a little to be optimistic about in the situation. But, he said, generally speaking LCL service continues to deteriorate. And those roads which make an effort to attract and hold LCL business are being handicapped by connecting lines which don't share that interest.

The committee came up with several resolutions. One recommends that the AAR and the railroads give serious consideration to the long-discussed single-agency plan for small shipments. Another puts the group on record favoring:

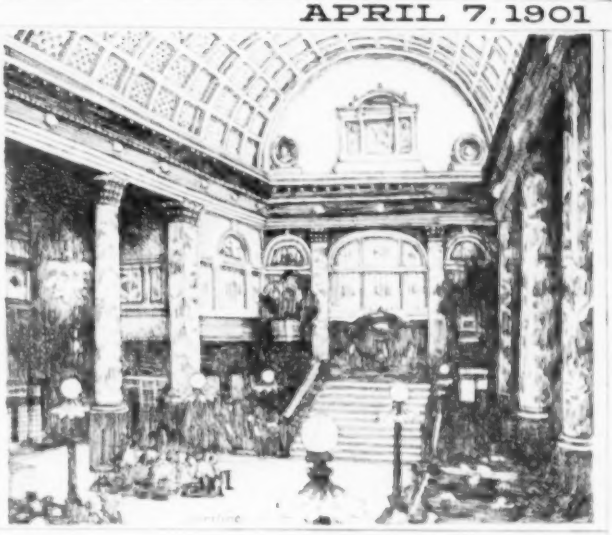
- Free pick-up and delivery, unencumbered by tariff restrictions.
- Incentives for volume LCL shipments.
- Scheduling of special merchandise trains to accommodate late pick-ups.
- Greater use of substituted truck service to outlying points.
- Operation of freight houses on whatever schedule is necessary to provide satisfactory service.
- Research on the small shipment problem.

Seriousness of the LCL situation from the shipper viewpoint was emphasized by the withdrawal of a major LCL shipper—Montgomery Ward—from committee and board activities.

The company hasn't deserted the board, Ward's representative declared. "The railroads have deserted us."

LGLE

APRIL 7, 1901



DIFFICULT VENTILATION PROBLEM SOLVED IN NEW PITTSBURGH DEPOT

NEW YORK, April 7, 1901. The well-known character of the Pittsburgh atmosphere makes the preservation of cleanliness in connection with adequate ventilation a difficult matter in the new Pittsburgh & Lake Erie Depot. However, the problem has been overcome in the modern building by a unique device.

The windows of the waiting rooms and offices are air-tight and fixed. Air is drawn from the top of the building through a shaft to the basement, where it is washed, dried, heated in winter, or cooled in summer, and then blown through the building. This system is especially effective in preventing unwholesome odors in every part of the building. Electric suction pumps withdraw the foul air into the outer atmosphere.

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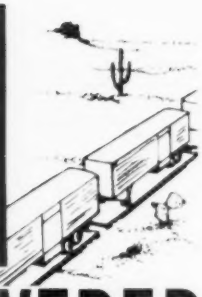

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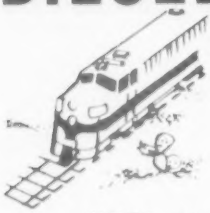

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CTC Ups Train Speeds 6.5% on N. Y. Central

Dramatic evidence of the savings a railroad can realize from centralized traffic control was presented to the winter meeting of the American Institute of Electrical Engineers in New York.

The New York Central converted a four-track mainline between Buffalo, N. Y., and Cleveland, Ohio, to double-track CTC at a cost of $6,000,000.

Results, as related to the Institute by J. W. Curran, NYC's assistant chief signal engineer, were these:

- Average speed of trains over the 163-mile section increased 6.5 per cent.
- Gross ton miles per freight train hour increased by 14.7 per cent.
- The project produced $3,000,000 in salvage.
- A yield of 24 per cent on net cost—based on annual savings in payroll expense, track maintenance, taxes and miscellaneous categories will amount to $725,000.

Other CTC topics were explored by G. W. Baughman, vice president, Union Switch & Signal Division of Westinghouse Air Brake Co., and J. R. DePriest, superintendent communications and signals, Seaboard Air Line.

Centralized traffic control is an important component in the operation of crewless trains, reported Mr. Baughman.

"The CTC system transmits the desires of the dispatcher to the signal system and transmits information regarding the signals, switches and trains back to the dispatcher," he said. "By the techniques used in cab signaling, the control information from the dispatcher may be applied to the rails and transferred inductively to the cab of the locomotive. Relays on the locomotive controlled in this manner by the dispatcher may have contacts in the locomotive control circuits. Thus the dispatcher would have remote control of the locomotive and safety of operation would be provided by the wayside and cab signaling equipment."

In recent installations of traffic control on the Seaboard Air Line, said Mr. DePriest, the signal system automatically reverts to automatic block signaling with approach clearing when the code line fails. A large number of delays are eliminated when the code line fails, because the train will clear the signal in advance automatically if the route ahead is clear.

Operating over 1,500 road miles of traffic control, the SAL has installed three distinct types of systems. Mr. DePriest said that "full CTC permits trains to follow one another without waiting until the preceding train has reached the next siding. This system is equipped with power operated switches . . . Modified CTC provides power operated switches, but will not permit trains to follow until the preceding train has reached and passed the entrance switch to the next siding. This system eliminates many wayside signals which are needed when following moves are permitted, as in full CTC.

"The third type of CTC is designated by the SAL as remote controlled automatic block signals . . . Train operation is by signal indication, same as in modified CTC, except that following trains cannot follow another train until the first train has reached and passed the exit end of the siding ahead. This system has eliminated much apparatus at one end of each siding. The siding switches are usually hand operated. However, the power operated switches can be added when needed at a minimum of expense. The system can be expanded into modified or full CTC."

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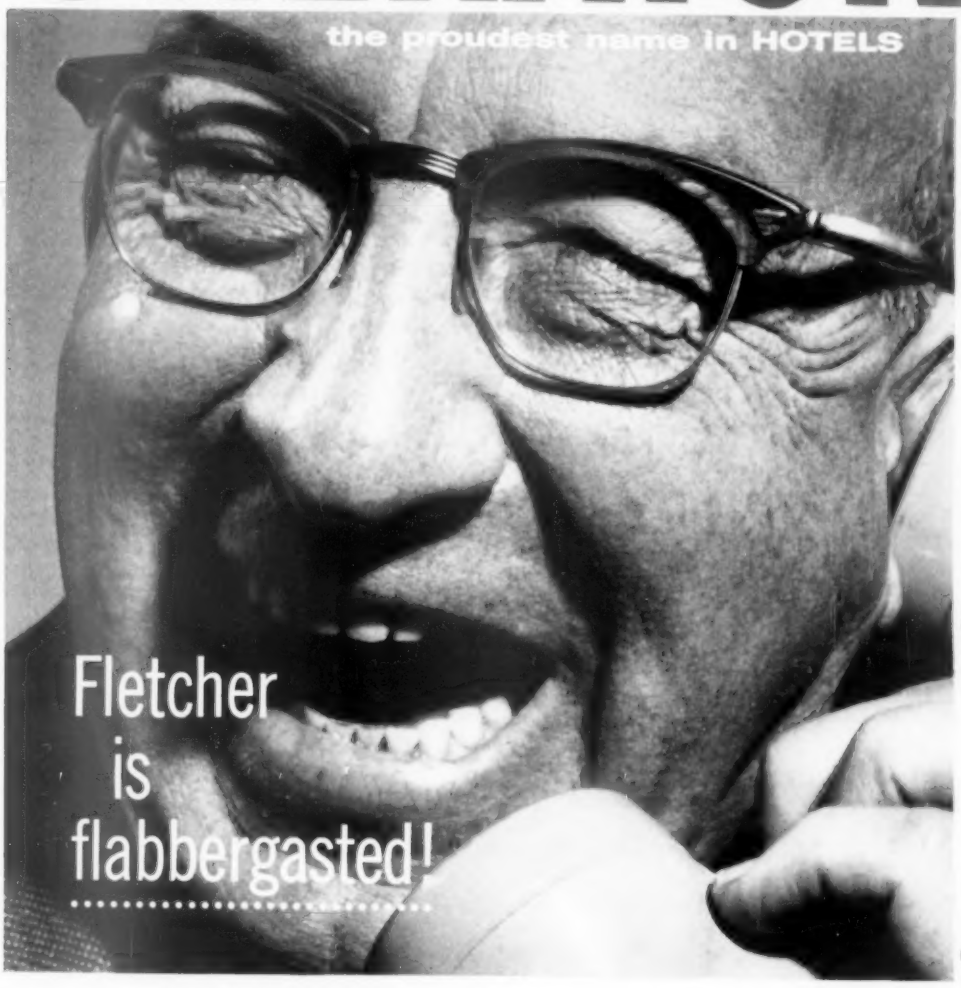

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BUFFALO
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(opens early 1959)

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CHICAGO
DETROIT
CLEVELAND
CINCINNATI
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AKRON
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FRENCH LICK, Ind.
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SIOUX CITY, Iowa
SIOUX FALLS, S. D.
CEDAR RAPIDS, Iowa

SOUTH
LOUISVILLE
DALLAS
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You Ought To Know...

A commendation to the railroads and their employees has come from the Air Force's Air Defense Command for assistance rendered in air defense. A letter to AAR President Daniel Loomis from the ADC said that, "by cooperating in the Ground Observer Corps program to the extent it did, the American railroad industry gave more to the air defense system than any other single unit of the nation's industrial resources."

Seaway competition to East-West rail lines has been documented by one shipper from Duluth, Minn. He cited these figures: "It costs us $20 a ton to ship from Duluth to New York City by rail carload; the Seaway route will cost an estimated $8 a ton, dockside to dockside." Company is Chun King Associated Enterprises, $20-million food firm and long-time advocate of Great Lakes fishy-back.

Remaining Cotton Belt stock is being sought by Southern Pacific. SP already owns about 98% of the subsidiary line, has now written stockholders offering to buy the remaining shares. Cotton Belt recently declared a $130 dividend on its common stock, first in seven years due to litigation over participation by preferred shareholders. The Missouri Supreme Court has rejected a bid for participation by preferred holders.

Highway connections to the Galveston Bay port area have been added to Seatrain Lines' Seamobile service. Containers are being handled by the Missouri Pacific Freight Transport Company, highway subsidiary of MoPac. Seamobile—a container service adaptable to rail, water or highway routes—is available between the New York port area and Galveston Bay-Texas City-Houston on a regular six-day schedule.

"Gold Mine on Main Street" is the name of a 16-mm sound-color film acquired by the Illinois Central to encourage industrial development in on-line communities. Beginning with introductory remarks by IC President Wayne A. Johnston, the film concludes with an invitation by J. S. Frost, general industrial agent, to communities to call on the services of the railroad's long-established industrial department.

"Cloudy at best" is the Value Line Investment Survey's long-range forecast for the railroad industry. "Although there are a host of bright spots on the horizon in the form of 'maybe' greater consideration in ICC regulations and elimination of 'featherbedding,' the carriers have yet to demonstrate convincingly that their loss of status as freight movers has been, or even can be, arrested," says Value Line.

Burlington's new freight house in Berwyn, a Chicago suburb, again is the subject of a hot dispute with the city. It was completed last August after a long fight over city efforts to block its construction. Now it's being called a health menace because nighttime operations keep nearby residents awake. The Burlington is looking into ways of reducing the noise level, and is pointing out how the freight house is helping Berwyn—through, in part, an estimated $40,000 yearly real estate tax.

A strike threat on Great Northern failed to materialize last week. Operating crafts had called a quick walkout because GN shortened the run of trains 5 and 6—the "Cascadian," — some 32 miles. The trains, which operated between Spokane and Seattle, now run only from Spokane to Everett, where passengers transfer to other trains. A court order halted the walkout.

Three meals for $5.00 is the new "American Plan" package being offered travelers on Atlantic Coast Line trains. ACL hopes many travelers will take advantage of the new plan by buying meal coupons when train tickets are purchased. Prices run from $1.25 for breakfast to $1.50 for lunch and $2.25 for dinner.

Bankruptcy looms for the Lehigh Valley if it is forced to continue passenger service, LV General Counsel Jose R. de Capriles told an ICC hearing in Newark, N. J., last week. LV, which now carries 557,000 riders a year, wants to abandon all passenger service May 12. It contends alternate bus and rail routes would provide adequate service for its customers.

Heated box cars to protect perishables in sub-zero weather have been successfully tested by the Canadian National. CNR says the cars are designed to carry all perishable traffic, points out that they have greater capacity than refrigerator cars and are "much cheaper" to produce. Heated cars in lieu of reefers are already in use on some U.S. roads.

One more signature—that of an Illinois state official—and Chicago & North Western can start the $4,000,000 project of moving Chicago Transit Authority tracks up from street level to its Galena Division embankment for 2½ miles west of Chicago. C&NW will get $168,000 yearly rental for its right of way. Work should start this summer. State, county, city and CTA funds will pay for the job.

Piggyback revenue is climbing for the MoPac. President Russell Dearmont has reported that "during 1958 a total of 12,170 loads were handled, which is about double the 1957 total. Revenue from the 1958 traffic was approximately $2,000,000. Average revenue per container and trailer load was in excess of $180, compared with an average revenue per car of about $146."

Reading carried 55,000 group tour passengers in 1958 at reduced fares, is looking for more of the same kind of business this year. "Railroads are ideally suited for mass movements of groups of people, and the Reading, for one, is actively seeking this type of business," says W. D. Prince, passenger traffic manager.

Union Pacific has passed another safety milestone—more than 10 billion passenger miles without a passenger fatality.

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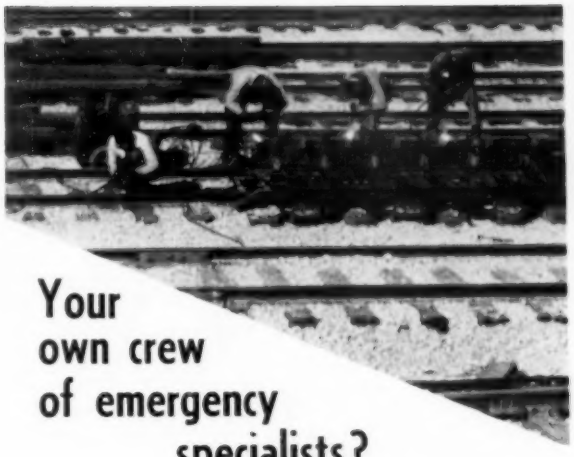

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Advertisers' Index

Alco Products, Inc. ..... 23-24, Inside
Allison Div. of G.M. 20, 21
American Brake Shoe Co. 31
American Car & Foundry Div. of ACF Industries, Inc. 15, 22
American Hair & Felt Co. 32
American Steel Foundries 24, 25
Bankhead Welding Service 61
Bethlehem Steel Co. 2
Bird & Son, Inc. 32
Bucyrus-Erie Co. ..... Inside Front Cover
Chipman Chemical Co. Inc. 61
Classified Ads 61
Detroit Diesel Engine Div. of G.M. 26, 27
Erman-Howell Div. of Luria Steel & Trading Corp. 61
Exide Industrial Div. of Electric Storage Battery Co. 8
Fairbanks, Morse & Co. 28
General American Transportation Corp. 6, 35
General Electric Co. 11, 43
General Railway Signal Co. ..... Back Cover
General Steel Castings 33
Graybar Electric Co. Inc. 37
Integrity Tool & Equipment Co. 61
McKiernan-Terry Corp. 58
Nordberg Manufacturing Co. 29
Oilgear Co. ..... Inside Back Cover
Rail & Industrial Equipment Co. Inc. 61
Railway Educational Bureau 61
Rust Cleaning Corp. 34
Scintilla Div. of Bendix Aviation Corp. 47
Sheraton Hotels 59
Stewart Supply & Equipment Corp. 61
Telecoin Corp. 25
Texas Co., The 28, 29
Union Switch & Signal Div. of Westinghouse Air Brake Co. 4
Weiss Co., B. M. 61

Nine Goals for 1959

The railroads, as a whole, are not spending nearly as much as they want to, and should, for maintenance—for improvements, and for replacement of worn-out and obsolete plant and equipment. The reason, of course, is that many of them have barely enough money to meet more immediate needs.

This situation is one to concern not just those railroads that are hard-up. It's the whole industry's problem—because railroad transportation is nationwide. In interline service, a few weak sisters are enough to cancel out service excellence of all others.

This situation is one which calls for concerted action—by railroads, suppliers, shippers and responsible political leaders—such as that which a year ago initiated the enactment of the Transportation Act of 1958.

What policy action would be most productive in quickly and substantially improving the economic health of the railroad industry—particularly in those areas where the trouble is most acute? Here are several objectives that would be highly helpful:

- Enactment of the "construction reserve" plan, included in last year's proposed legislation—but omitted from the final draft of the law. (This project would exempt from income taxation funds railroads set aside for capital expenditures.)
- Providing for accelerated depreciation of railroad property—some of which now is charged off over a period longer than its active economic life.
- No weakening of the provision in last year's Transportation Act that gives the ICC authority to permit abandonment of red-ink services. (Some railroads are moving actively under this legislation to rid themselves of losing passenger services. Beneficiaries of such philanthropy want it kept up.)
- Cessation by the Post Office of diverting mail from the railroads selectively, leaving them with a preponderance of less profitable traffic.
- Removing the technical legal limitations which, so far, have made the $500,000,000 loan fund established under the 1958 Act largely unavailable or unacceptable to most railroads.
- Resolute refusal to "liberalize" further the Railroad Retirement Act—which already gives railroad employees far more "social security" than that of employees of any other industry.
- Assuring authority to the railroads to make competitive rates, regardless of their effect on rival transportation. (Congress plainly intended to grant railroads this right, in the 1958 Transportation Act, but it isn't yet clear whether the ICC intends to give effect to this provision.)
- Repealing the 10 per cent excise on passenger transportation.
- Enacting compensatory charges on users, simultaneously with provision of funds for facilities for other forms of transportation (e.g., the proposal to spend $500,000,000 of federal money on improvement of airports).

The foregoing is not the "railroad legislative program." That six-point program contains some highly desirable proposals, not set forth here only because they might call for research and debate. This list aims rather at goals that should be attainable without appreciable delay. Some wouldn't even require Congressional action.

1959 SHOULD SEE AS MUCH PROGRESS AS 1958: In improvement of government policy toward railroads the Transportation Act of 1958 was a great step forward. Some have believed that further advances might have to await extended study by Congress. But no item in the foregoing list requires prolonged investigation and study. The facts on each of them are already well known. Vigorous support by railroads and suppliers should get action on them.

Harnesses of Okonite-Okoprene DEL control wire for Southern Railway System's Diesel locomotives are shown being assembled around "pegs" on a layout table at the Diesel shop in Spencer, North Carolina. Terminals are attached to each wire and the assembly is taped or laced with twine so that the whole unit can be lifted into position in the Diesels. Larger size wires are handled individually.

How the Southern makes a better harness for a modern Iron Horse

Everything is up-to-date on the Southern Railway System's main line . . . including the insulated cable on its Diesel Electric Locomotives. With its efficiently-operated 8,092 miles of road, Dieselized since 1953, the Southern knows that there is no tougher service installation for an insulated wire or cable than is found on a Diesel locomotive.

Southern engineers use Okonite Diesel Electric Locomotive Cable for Diesel generator leads, lighting systems, motor leads, headlight wiring and cab signal wiring. They find that it best withstands the five main causes of damage in these circuits . . . heat, moisture, oil, mechanical abuse and vibration.

Here is why Okonite-Okoprene DEL Cable meets service requirements best:

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